

Pierce County, Nebraska Historic Buildings Survey

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Prepared by:



ENGINEERS
ARCHITECTS
SCIENTISTS
PLANNERS

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Photographs on the front cover include:

- Band shell at City Park, Plainview, c. 1940 (top left)
- Pierce Independent Filling Station, c. 1919 (top right)
- Main Street, Plainview, c. 1900 (bottom)

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Preservation in Nebraska

Introduction

Throughout most of Nebraska's history, historic preservation was the province of dedicated individuals and organizations working alone in their local communities. Since the passage of the National Historic Preservation Act of 1966, however, the Governor of each state has been required to appoint a State Historic Preservation Officer (SHPO) to oversee preservation efforts mandated by the 1966 act. In Nebraska, the Director of the Nebraska State Historical Society (NSHS) serves as SHPO. The staff of the NSHS' Historic Preservation Division forms the Nebraska State Historic Preservation Office (NeSHPO).

The NeSHPO administers a wide range of preservation programs. The duties of the NeSHPO relating to programs called for by the National Historic Preservation Act include:

- Conducting and maintaining a statewide historic building survey.
- Administering the National Register of Historic Places (NRHP) program.
- Assisting local governments in the development of local historic preservation programs and certification of qualifying governments.
- Administering a federal tax incentives program for the preservation of historic buildings.
- Assisting federal agencies in their responsibility to identify and protect historic properties that may be affected by their projects.
- Providing preservation education, training, and technical assistance to individuals and groups and local, state, and federal agencies.

What follows is a brief description of NeSHPO programs, followed by a staff guide with telephone numbers. Though described separately, it is important to remember that NeSHPO programs often act in concert, and should be considered elements of the NeSHPO mission and a part of the mission of the NSHS.

Nebraska Historic Buildings Survey

The Nebraska Historic Buildings Survey (NeHBS) was begun in 1974. The survey is conducted on a county-by-county basis and currently includes over 70,000 properties that reflect the rich architectural and historic heritage of Nebraska. The survey is conducted by researchers who drive every rural and urban public road in a county and record each property that meets certain historic requirements. Surveyors never enter private property without permission. In addition to this fieldwork, surveyors research the history of the area in order to better understand their subject. The NeHBS often includes thematic subjects that may be unique to a certain county, such as an historic highway or type of industry.

The purpose of the NeHBS is to help local preservation advocates, elected officials, land-use planners, economic development coordinators, and tourism promoters understand the wealth of historic properties in their community. Properties included in the survey have no use restrictions placed on them, nor does the survey require any level of maintenance or accessibility by property owners. Rather, the survey provides a foundation for identifying properties that may be worthy of preservation, promotion, and recognition within a community.



Main Street in Plainview, c.1900 (PCHS)

The NeHBS provides a basis for preservation and planning at all levels of government and for individual groups or citizens. Generally, the NeHBS includes properties that convey a sense of architectural significance. When possible and known, NeHBS also describes properties that have historical significance. The survey is not intended to be a comprehensive history of a county, but a detailed "first look" at historic properties. Additionally, as the NeHBS is in part federally funded, the NeSHPO must use federal guidelines when evaluating and identifying historic properties. In short, the NeHBS is not an end in itself, but a beginning for public planners and individuals who value their community's history.

For more information, please call the Public Programs Program Associate or the NeHBS Coordinator.

National Register of Historic Places

One of the goals of the NeHBS is to help identify properties that may be eligible for listing on the NRHP. The NRHP is our nation's official list of significant historic properties. Created by the National Historic Preservation Act of 1966, the NRHP includes buildings, structures, districts, objects, and sites that are significant in our history or prehistory. These properties may reflect an historically significant pattern, event, person, architectural style, or archeological site. NRHP properties may be significant at the local, state, or national levels.



Main Street in Pierce, 1907 (PCHS)

Properties need not be as "historic" as Mt. Vernon or architecturally spectacular as the Nebraska State Capitol to be listed on the NRHP. Local properties that retain their physical integrity and convey local historic significance may also be listed.

It is important to note what listing a property on the NRHP means or, perhaps more importantly, what it does not mean.

The NRHP does not:

- Restrict, in any way, a private property owner's ability to alter, manage, or dispose of a property.
- Require that properties be maintained, repaired, or restored.
- Invoke special zoning or local landmark designation.
- Allow the listing of individual private property over an owner's objection.
- Allow the listing of historic districts over a majority of property owners' objection.
- Require public access to private property.

Listing a property on the NRHP does:

- Provide prestigious recognition to significant properties.
- Encourage the preservation of historic properties.
- Provide information about historic properties for local and statewide planning purposes.
- Help promote community development, tourism, and economic development.
- Provide basic eligibility for financial incentives, when available.

For more information, please call the NRHP coordinator.

Certified Local Governments

An important goal of the NeSHPO is to translate the federal preservation program, as embodied by the National Historic Preservation Act, to the local level. An important element of this goal is to help link local governments with a nationwide network of federal, state, and local organizations. One of the most effective tools for this purpose is the Certified Local Government (CLG) program. A CLG is a local government, either a county or municipality, that has adopted preservation as a priority. To become a CLG, a local government must:

- Establish a preservation ordinance that includes protection for historic properties at a level the community decides is appropriate.
- Promote preservation education and outreach.
- Conduct and maintain some level of historic building survey.
- Establish a mechanism to designate local landmarks.
- Create a preservation commission to oversee the preservation ordinance and the CLG program.

There are a number of advantages to achieving CLG status:

- A CLG is eligible to receive matching funds from the NeSHPO that are unavailable to non-CLGs.
- Contributing buildings within local landmark districts may be eligible for preservation tax incentives (see below), without being listed on the NRHP.
- CLGs have an additional tool when considering planning, zoning, and land-use issues through their landmarking and survey programs.
- CLGs have the ability to monitor and preserve structures that reflect the community's heritage.
- CLGs have access to a nationwide information network of local, state, federal, and private preservation institutions.

Finally, but not least, a CLG through its ordinance and commission has a built-in mechanism to promote pride in and understanding of a community's history.

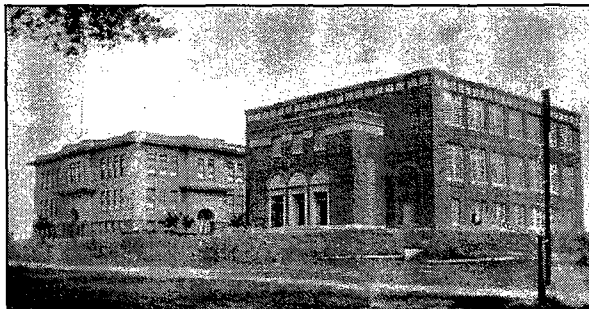
Certification of a local government for CLG status comes from the NeSHPO and the National Park Service, and there are general rules to follow. A community considering CLG status, however, is given broad flexibility within those rules when structuring their CLG program. The emphasis of the CLG program is local management of historic properties with technical and economic assistance from the NeSHPO.

For more information, please call the CLG coordinator.

Preservation Tax Incentives

Since 1976, the Internal Revenue Code has contained provisions offering tax credits for the certified rehabilitation of income-producing historic properties. Historic properties are defined as those listed on the NRHP, or as buildings that contribute to the significance of an NRHP or locally landmarked (by a CLG see above) historic district. An income-producing property may be a rental residential, office, commercial, or industrial property. Historic working barns or other agriculture-related outbuildings may also qualify.

A certified rehabilitation is one that conforms to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings. The standards are a common sense approach to the adaptive reuse of historic buildings.



School Buildings at Plainview, c.1910 (PCHS)

It is important to remember that this program promotes the rehabilitation of historic properties so that they may be used to the benefit and enjoyment of the property owner and a community. The program is not necessarily intended to reconstruct or restore historic buildings to exact, as-built specifications.

The tax incentive program in Nebraska has been responsible for:

- The reinvestment of millions of dollars for the preservation of historic buildings.
- The establishment of thousands of low and moderate income housing units and upper-end units.
- The adaptive reuse of previously under or unutilized historic properties in older downtown commercial areas.
- Helping to broaden the tax base.
- Giving real estate developers and city planners a tool to consider projects in older, historic neighborhoods.
- Helping stabilize older, historic neighborhoods.

Certification of the historic character of the income-producing property (usually by listing the property on the NRHP) and certification of the historic rehabilitation are made by both the NeSHPO and the National Park Service. We strongly urge contacting the NeSHPO and a professional tax advisor, legal counsel, or appropriate local Internal Revenue Service office before initiating any activity for a project that anticipates the use of preservation tax incentives.

For more information, please call the Review and Preservation Services Program Associate.

Federal Project Review

Section 106 of the National Historic Preservation Act requires that federal agencies take into account the effect of their undertakings on historic properties; develop and evaluate alternatives that could

avoid, minimize or mitigate adverse effects their projects may have on historic properties; and afford the Federal Advisory Council on Historic Preservation an opportunity to comment on the project and its effects on historic properties. The regulations that govern the Section 106 process, as it is known, also require that the federal agency consult with the NeSHPO to identify historic properties in the project area; assess the effects a project may have on historic properties located in the project area; and develop and evaluate alternatives that could avoid, minimize, or mitigate adverse effects the project may have on historic properties.

For example, if the Federal Highway Administration (FHWA), through the Nebraska Department of Roads, contemplates construction of a new highway, they must contact the NeSHPO for assistance in determining whether any sites or structures listed on or eligible for listing on the NRHP are located in the project area. If properties that meet this criteria are found the FHWA must consult with the NeSHPO to avoid or reduce any harm the highway might cause the property. Note that a property need not actually be listed on the NRHP, only eligible. This process is to take place early enough in the planning process to allow for alternatives that would avoid adverse effects to historic properties; i.e., in the example above, the modification of a new highway's right-of-way could avoid an archeological site or historic barn.

It is important to note that public participation in this process is vital. The 106 process requires the federal agency to seek views of the public and interested parties if adverse effects to historic properties are discovered through consultation with the NeSHPO. The NeSHPO examines information provided by the federal agency, the NeHBS, and the NRHP, but often the most valuable information comes from comments provided by the public. Section 106 was included in the National Historic Preservation Act to protect locally significant historic properties from unwitting federal action. It is truly a law that gives the public a voice in an often unsympathetic bureaucratic system.

For more information about Section 106 review, please call the NeSHPO.

Public Outreach and Education

The primary function of the NeSHPO is to assist communities in preserving significant buildings, sites, and structures that convey a sense of community history. The most powerful tool available to the NeSHPO in this regard is public education. For this reason, NeSHPO staff spend considerable time conducting public meetings and workshops and disseminating information to the public.

Our goal is to assist local individuals, groups, and governments understand, promote, and preserve historic properties. The NeSHPO advocates not only the self-evident aesthetic advantages of historic preservation, but also the potential for preservation to help promote economic development, community planning, tourism, environmental sensitivity, and land-use planning.

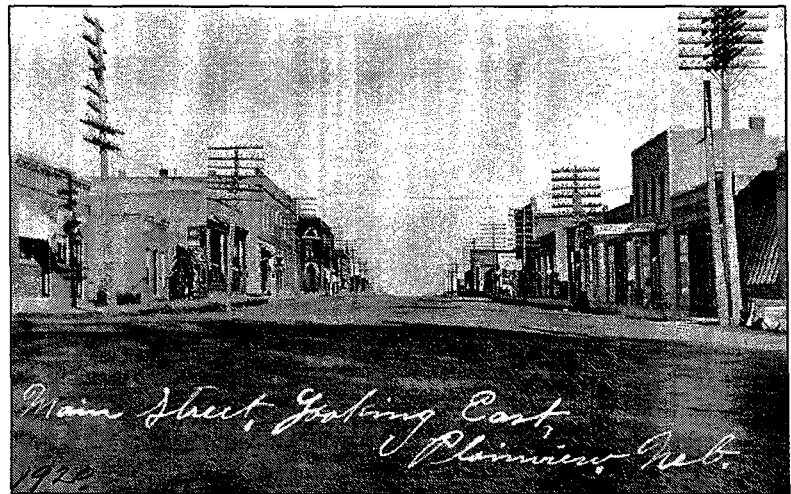
The above short descriptions are meant to orient the reader to the NeSHPO programs within the larger mission of the NSHS. As all NeSHPO programs originate from a common source, the National Historic Preservation Act, they work best when they work together, either in whole or in part. For the programs to function at all, they require the interest and participation of the people they are meant to serve . . . the public.

For more information about the NeSHPO or the programs described above, please call (402) 471-4787 or 1-800-833-6747. Information is also available at the State Historical Society web page at www.nebraskahistory.org.



Bird's Eye View of Plainview, c.1890 (PCHS)

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Looking east on Main Street, Plainview, 1920 (PCHS)

Organization

Nebraska State Historic Preservation Office

Lawrence Sommer, Director
Nebraska State Historical Society
State Historic Preservation Officer
Telephone: (402) 471-4745

L. Robert Puschendorf, Associate Director
Deputy State Historic Preservation Officer
Telephone: (402) 471-4769
E-mail: HPNSHS@nebraskahistory.org

Teresa Fatemi, Staff Assistant
Telephone: (402) 471-4768
E-mail: TFATEMI@nebraskahistory.org

Jennifer Little, Staff Assistant
Telephone: (402) 471-4787
E-mail: HPNSHS@nebraskahistory.org

Nebraska Historic Buildings Survey

Jill Ebers, Survey Coordinator
Telephone: (402) 471-4773
E-mail: jebers@mail.state.ne.us

Bill Callahan, Program Associate
Telephone: (402) 471-4788
E-mail: CALLAHAN@nebraskahistory.org

National Register of Historic Places

Stacy Stupka-Burda, National Register Coordinator
Telephone: (402) 471-4770
E-mail: sstupakab@mail.state.ne.us

Bill Callahan, Program Associate
Telephone: (402) 471-4788
E-mail: CALLAHAN@nebraskahistory.org

Greg Miller, Historian
Telephone: (402) 471-4775
E-mail: GMILLER@nebraskahistory.org

Jill Ebers, Survey Coordinator
Telephone: (402) 471-4773
E-mail: jebers@mail.state.ne.us

Certified Local Government

Bill Callahan, Coordinator
Telephone: (402) 471-4788
E-mail: CALLAHAN@nebraskahistory.org

Preservation Tax Incentives

Melissa Dirr, Review and Preservation Services
Program Associate
Telephone: (402) 471-4408
E-mail: MDIRR@nebraskahistory.org

Federal Agency Review (Section 106 Review)

Melissa Dirr, Review and Preservation Services Program Associate
Telephone: (402) 471-4408
E-mail: MDIRR@nebraskahistory.org

Greg Miller, Historian
Telephone: (402) 471-4775
E-mail: GMILLER@nebraskahistory.org

Bill Callahan, Program Associate
Telephone: (402) 471-4788
E-mail: CALLAHAN@nebraskahistory.org

Archaeology

Terry Steinacher, Archeology Program Associate
Telephone: (308) 665-2918
E-mail: tsteinach@bbc.net

All of the personnel above, excluding Mr. Steinacher, may also be reached by dialing 1-800-833-6747.

Historic Preservation Board Members

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Dr. Peter Bleed, Chair – Lincoln
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Pierce State Bank Building, c.1910 (PCHS)

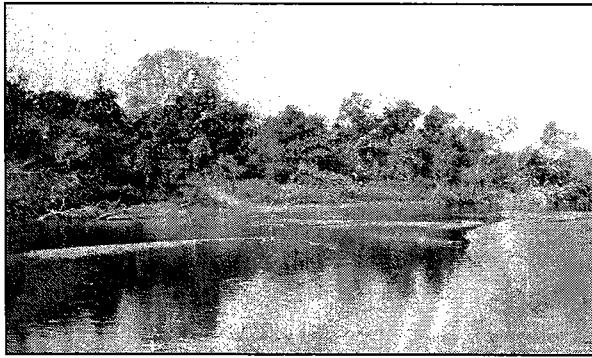


Main Street in Pierce, c.1930 (PCHS)

Historic Overview of Pierce County

Introduction

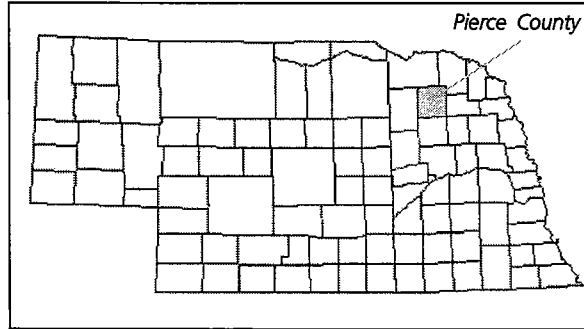
This historic overview provides a context in which to consider the various types of resources that were researched and documented in this survey. When possible, information is presented about specific buildings in Pierce County. When a building referred to has been included in the survey, it is followed by its Nebraska Historic Buildings Survey (NeHBS) number. These site numbers begin with an abbreviation of the county (PC for Pierce) and a two-digit number referring to its location within the county. Each community has a number; for example, "01" indicates Foster, and rural sites are number "00." The last three numbers refer to the specific building or structure (for example PC01-001).



Elkhorn River near Pierce, c.1915 (PCHS)

Landscape and Settlement¹

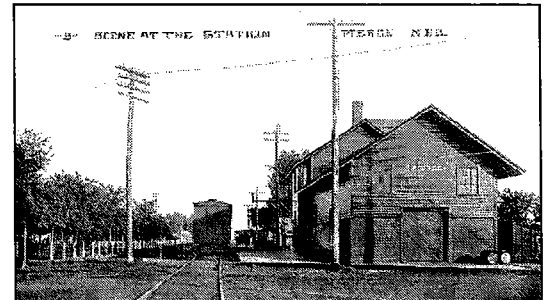
Pierce County is located in northeast Nebraska amid the valleys and uplands of the North Fork River. The North Fork River, the main water source for the county, is the largest branch of the Elkhorn River that flows southeast through Pierce County. Other waterways in the county include the Willow, Dry, Short, and Pleasant Valley Creeks; the North Fork tributaries of the West Branch, Middle Branch, and East Branch; and the Yankton Slough.² Pierce County's economy is heavily agricultural, consisting of cropland in the northern and eastern sections, and cattle raising in the southwest.³ Clay soil in the northern Pierce County supplied the area's brick and tile making industry during the county's early development.⁴



In 1859, the Nebraska Territorial Legislature created Pierce County in northeast Nebraska Territory. Named for Franklin Pierce, the 14th President of the United States, the county's boundaries were expanded in 1875 to create its current size of 575 square miles. Settlement in the county began slowly, but was encouraged by Federal Legislation such as the Homestead Act of 1862. Early settlers included a group of German immigrants from Wisconsin who settled in the southeastern portion of the county in 1869.⁵

Development and settlement of Pierce County was spurred by the establishment of railroad lines through the county in the 1880s and 1890s. In 1879, the Fremont, Elkhorn, & Missouri Valley Railroad (FE&MV) entered into an agreement with the Western Railway Construction Company to establish a line from Norfolk in Madison County to Niobrara in Knox County, crossing through Pierce County. The first section of the route, from Norfolk to Plainview, was completed in 1880. The FE&MV established four stations on its route – Hadar, Pierce, Foster, and Plainview.⁶ The establishment of stations encouraged townsite development. In 1903, the Sioux City & Pacific Railroad leased the FE&MV line, which was later purchased by the Chicago & Northwestern Railroad.

Approximately 10 years after the FE&MV Railroad established its northwestern route through the county, the Great Northern Railroad line was established in north-



City of Pierce Depot, c.1900 (PCHS)

ern Pierce County. The Great Northern "Short Line" ran from Sioux City, Iowa, to O'Neill, Nebraska, and was operated by the railroad company's Willmar & Sioux Falls Branch. This route helped to establish the communities of McLean, Osmond, and Breslau. The line also ran through Plainview, the only community in the county to be served by two separate lines. In the early 1900s, the line was purchased by the Chicago, Burlington, & Quincy Railroad Company, but remained known as the "Short Line" to Pierce County residents.⁷

Following the establishment of rail lines, development in the county increased rapidly. When the first census was taken in 1870, the population was 152. By 1880, the population of Pierce County stood at 1,202 residents and increased to nearly 9,000 by the turn-of-the-century. During the twentieth century, Pierce County had a steady growth in population until after World War II when population started to decline.

Agriculture has traditionally provided the county's main economic focus. Historically, the farms were relatively small with one farm on almost every quarter section of land. The county's farmers focused on growing grain crops, including corn and oats, and raising cattle. The railroad played a large part in the development of agriculture. Several of the communities functioned as railroad delivery and shipping points for both crops and livestock. As modern farming methods have come to the forefront in agriculture, the farms have become increasingly larger, with single farmers operating on multiple quarter sections. Today, crops include corn, soybeans, alfalfa, and oats, and livestock includes both cattle and hog production.⁸

Community Development

As with many Nebraska counties, Pierce County's development and growth is closely tied with railroad development. The two major rail lines – the FE&MV and the Great Northern – platted many of the communities in the county.

FE&MV Communities: Hadar, Pierce, Foster, and Plainview

The earliest settlement in Pierce County was the community of **Hadar**. While the area attracted farmers as early as 1869, the town of Hadar was not platted until 1883 by the Pioneer Townsite Company, which was associated with the FE&MV Railroad.⁹

In 1869, a group of German immigrant settlers from Wisconsin ventured west and arrived in Pierce County. Local tradition holds that the settlers were divided over the location of their new townsite. Some wanted to return to Madison County where they had just traveled through, others wanted to continue traveling and look for a site, while a third group wanted to settle near the present-day site of Hadar in Pierce County. The disagreement was resolved by Reverend Heckendorf who placed a pole with the German word "hader," meaning fight, in the center of the present site of Hadar in Pierce County. He told the settlers that they could return to Madison County, continue traveling, or settle in the area marked by the pole. The group of settlers who stayed in the area, named the settlement Hader. Later, the spelling was changed to its present spelling to distinguish it from another community already named Hader.¹⁰

The FE&MV Railroad came through Pierce County in 1880. Initially, the town of Hadar stop was used only for shipping and distributing livestock and grain.¹¹ By the mid-1880s, the railroad assigned Hadar an agent and constructed



House, Main Street and Fourth Street, Hadar, PC02-006

a passenger depot (nonextant) to provide passenger service. By 1916, the community retained a large enough population to warrant incorporation.¹² Because of access to the railroad, the Farmer's Grain Elevator (PC02-010) was established in 1909, becoming a profitable business throughout the community's history, and is still used today.¹³ The 1930 census recorded 141 residents in Hadar. The population of this small hamlet remained under 140 citizens until the 1970s when population began to increase. In 2000, the population of Hadar was 312.

Pierce, the county seat, is located in the southeastern corner of the county. The North Fork River lies east of Pierce and flows southeast to the Elkhorn River. Established in 1871, Pierce is the only community in the county that was not platted by a railroad. However, the railroad played a large role in the community's development during the late nineteenth and early twentieth centuries.

Pierce was located along the North Fork River, centered around the county courthouse constructed in 1871 (nonextant). By the 1880s, Pierce supported a general store, the *Pierce County Call* newspaper, and the Golden Crescent Flour Mill. With the establishment of the FE&MV Railroad line, the community's population of 73 in 1880 boomed to 563 by 1890. The late nineteenth century brought prosperity to this northeast Nebraska community as evidenced by the construction of a new brick courthouse in 1889 (replaced in 1975). By 1900, industry and businesses in the community included a creamery, cigar factory, brickyard, and ice plant. Due to intermittent flooding, the flour mill eventually closed. In the 1930s, the Works Progress Administration (WPA) rebuilt the dam and transformed the former site of the flour mill into a town park. Gilman Park, named in honor of S.F. Gilman owner of the flour mill, was landscaped by the WPA and has remained an important recreational spot for the community (PC05-051).¹⁴

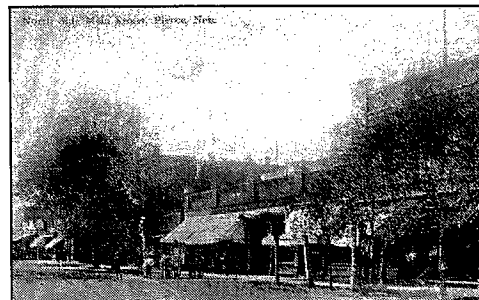
The population in Pierce has increased steadily since its incorporation in 1883. Throughout the twentieth century, the community has retained a fairly sizeable population, and in 2000, Pierce was the largest community in the county with 1,774 residents.

As the FE&MV extended its line northwest through Pierce County, the railroad created a third community – **Foster**. Although Foster remained unincorporated, the community had its first census in 1910, revealing 122 residents.

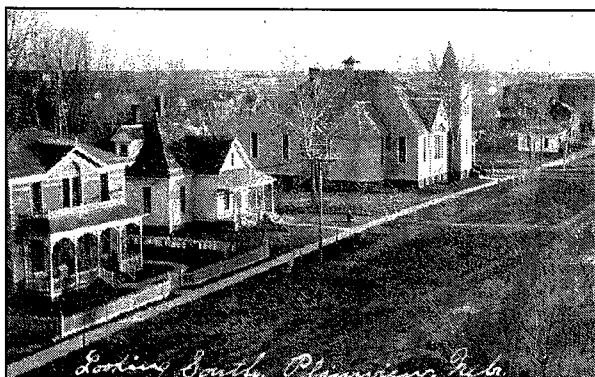
Early history of Foster indicates that this small railroad community was originally named Moorehouse after one of its first settlers.¹⁵ During this early period as Moorehouse, the community had a feed store, a grocery store, a drug store, and a blacksmith shop.¹⁶ As commercial development increased, the community's name was changed to Foster after George and Caroline Foster who operated the town's first feed store. In 1886, the first school was established in the community, which was replaced in the early 1900s by a two-story frame building (nonextant).¹⁷

Commercial development was relatively slow, but by the first decade of the twentieth century Foster could boast two grain elevators (PC01-003 and 004), two general stores, a hardware store, lumberyard, bank, telephone office, icehouse, livery, saloon, and pool hall.¹⁸ Between 1922 and 1966, Foster survived four major fires. After the railroad ceased operations in the mid-twentieth century, population in the community gradually dwindled to 63 in 2000. With the decline in population the business community could no longer thrive, and today only few businesses remain, including the original grain elevators (PC01-003 and 004).

Plainview is the last community that was founded by the FE&MV Railroad in Pierce County. The railroad completed construction in 1880, and that same year Plainview was platted. By 1886, Plainview was incorporated. In 1890, the Great Northern constructed a railroad line in northern Pierce County that traveled through Plainview. This route remains in operation today. With the establishment of the "Short Line," Plainview became the only community in Pierce County to be serviced by two rail lines.¹⁹



Main Street in Pierce, 1900



Plainview looking south, c.1900 (PCHS)

During Plainview's early history, the community was also known as Four Corners and Roseville. With two rail lines, the community's population and services grew. In 1890, the community had 375 residents and included a bank and a hotel.²⁰ Starting in the early twentieth century, the community undertook significant civic improvements, including a public water system constructed in 1903 and electrical service available in 1910. The Plainview Public School District No. 5 built its first schoolhouse in 1886, which was replaced in 1909. The current school building (PC06-014) was built in 1920.²¹ Other civic ventures included the community park built in 1915, the Carnegie Library constructed in 1916, the paving of Plainview streets in 1935, and the construction of the athletic park and band shell in 1938 (PC06-010 – listed on the National Register).²² Plainview's population steadily increased throughout the twentieth century, peaking at 1,494 in 1970. In recent years population has declined somewhat, with 1,353 residents in 2000.

Great Northern Communities: McLean, Osmond, and Breslau

The other early railroad in Pierce County was the Great Northern Railroad, which constructed its Pacific Short Line Branch in 1890. The first community platted by the Great Northern was **McLean**. Located in northeast Pierce County, McLean was named after Donald McLean – the railroad's section foreman responsible for installing the side tracks for the town.²³

By 1900, the community supported a lumberyard, grocery store, saloon, hotel, and restaurant. After 1900, the community continued to grow, adding an implement store, bank, meat market, and livery.²⁴ The population of McLean has remained relatively small throughout its history. The first recorded census in 1920 recorded 81 residents. Ten years later, the community reached its peak population of 96 residents; in 2000, the population was 38.

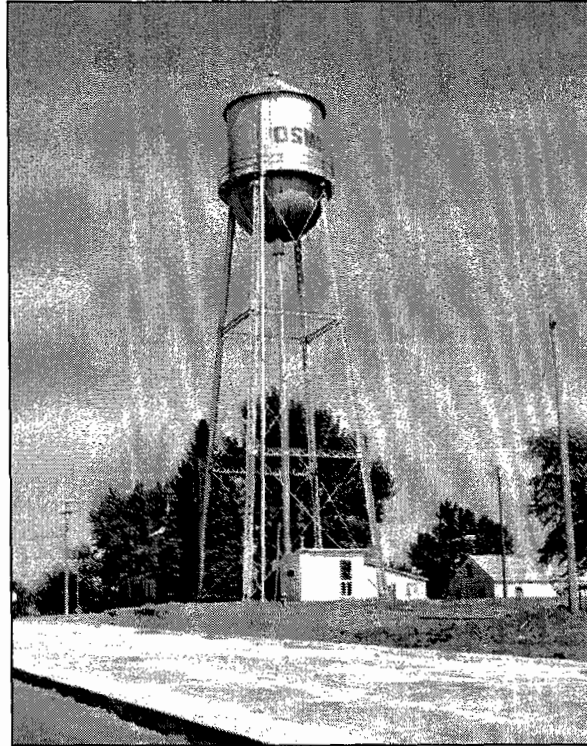
The establishment of **Osmond** followed the Great Northern Railroad's construction of the Pacific Short Line through the northern part of Pierce County. Incorporated in 1890, rapid growth occurred in this small community. By the turn-of-the-century, businesses included the Osmond State Bank (PC04-042), a hardware implement dealer, windmill dealer, lumber company, saloon, and livery.²⁵ In 1900, Osmond's population stood at just over 500, which led the community to incorporate as a village. Osmond provided city services early in its development, and by 1910, the town had water and electric light service and a fire department. In 1938, the WPA constructed a sewer system.²⁶

The twentieth century brought continued growth and prosperity to Osmond. Agriculture provided the county's economic foundation and Osmond was the primary agricultural shipping point in northeast Pierce County. The town's location along the railroad allowed farmers easy access to ship and receive grain and livestock. As the farming industry prospered, area businesses grew and expanded. Population in Osmond continued to increase, peaking in 1970 with just under 900 people; in 2000, the population was 796. Osmond is currently home to a number of agricultural-related businesses, including a grain terminal, agricultural equipment manufacturing plants, and a farm implement dealer.²⁷

Former Townsites – Breslau and Colbergen

Although no longer a community, **Breslau** was also established and named by the Great Northern Railroad. Breslau was located along Highway 20 between Plainview and Osmond. Organized in 1908, Breslau grew to include a bank, a school, and a grain elevator.²⁸ Breslau was located on a railroad spur and therefore was not a depot stop so the settlement remained small and was never incorporated.

Colbergen, another small unincorporated community, was established in 1872 in southwest Pierce County. A railroad never passed through Colbergen and the community remained small, including a post office and a few commercial buildings by the 1880s.²⁹ Today, only remnant foundations mark the location of the former settlement of Colbergen. This area of southwestern Pierce County was never densely settled due to the area's sandy soil, which was not conducive to crop farming. Even today, this area of the county remains largely unsettled with few roads.



Osmond Water Tower, PC04-040

End notes

¹Census data throughout this section is from Nebraska Department of Natural Resources. "Population of Nebraska Counties: 1860-1990" [on-line databank], unless otherwise noted.

²Esther Kolterman Hansen, Along Pioneer Trails in Pierce County, Nebraska 3rd ed. (Lincoln, Nebr.: Union College Press, n.d.), 15.

³A.T. Andreas, History of the State of Nebraska [book on-line] (Chicago, Ill.: Western Historical Co., 1882), 2.

⁴Andreas, 2; Hansen, Along . . . , 14.

page 16 ⁵Jane Graff, ed., Nebraska, Our Towns - North North-east (Seward, Nebr.: Second Century Publications, 1990), 184.

⁶Hansen, Along . . . , 81.

⁷Plainview . . . The Pride of the Plains (Plainview, Nebr.: Plainview News Printing Co.), 82.

⁸Graff, ed., 190.

⁹Graff, ed., 184.

¹⁰Graff, ed., 184; "The Founding of Hadar," (N.p., n.d.), 7.

¹¹"The Founding of Hadar," 7.

¹²Hansen, Along . . . , 48.

¹³"The Founding of Hadar," 10.

¹⁴Graff, ed., 182.

¹⁵Plainview Centennial Committee, Plainview Centennial History Book, 1886-1986. (Publisher?, c. 1987), 368.

¹⁶Hansen, Along . . . , 53.

¹⁷Plainview Centennial Committee, 368.

¹⁸Plainview Centennial Committee, 368-369.

¹⁹Graff, ed., 189-190.

²⁰Hansen, Along . . . , 52; Plainview Centennial Committee, 16.

²¹Plainview . . . The Pride of the Plains, 22.

²²Plainview Centennial Committee, 16 and 19.

²³Graff, ed., 185.

²⁴Graff, ed., 186.

²⁵"A Century of Memories, 1890-1990, Osmond, Nebraska," (Osmond and Norfolk, Nebr.: Osmond Republican and Norfolk Printing Company, 1990), 6.

²⁶"A Century of Memories, 1890-1990, Osmond, Nebraska," 9.

²⁷Graff, ed., 188.

²⁸Hansen, Along . . . , 56.

²⁹Hansen, Along . . . , 49.

Survey of Pierce County

Research Design

Objectives

The NSHS retained Mead & Hunt to identify and document Pierce County's significant historic, architectural, and landscape resources. This 2000-2001 NeHBS builds upon the previous survey efforts of Pierce County. A reconnaissance survey of the county was conducted in 1982. Since that time, a number of resources have met the 50 year requirement and have been included as part of this survey. In addition, the location and current status of previously surveyed sites were confirmed. We examined the integrity and significance of each previously surveyed and newly identified resource, evaluated those resources for the National Register of Historic Places (NRHP) eligibility, and determined their potential to contribute to a historic district.

Methodology

Background Research – Before beginning fieldwork, Mead & Hunt investigated published information about the history, culture, and settlement of Pierce County and its communities. We completed research at the following repositories:

- Nebraska State Historical Society Library
- University of Nebraska – Lincoln Library and Archives
- Pierce Historical Society
- Plainview Historical Society
- Plainview Public Library
- Pierce Public Library

We also collected information on previously surveyed properties, NRHP sites, and related statewide historic contexts.

The NeSHPO staff and Mead & Hunt participated in a public meeting in Pierce County to provide local residents with information about the survey. We encouraged residents to share information on local history and about sites on private or otherwise inaccessible property. Mead & Hunt gained valuable information from these local contacts.

Field Survey – During the field survey, Mead & Hunt drove known public roads and streets to identify properties with historic and architectural significance. Properties included in the survey met the evaluation considerations outlined in the Nebraska Historic Buildings Survey (NeHBS) Manual (July 9, 1997). Generally, the NeHBS uses the National Park Service guidelines, which state that a property must:

- Be at least 50 years old
- Be in its original location
- Retain its physical integrity

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Following NeHBS guidelines, we included properties that fell a few years outside the 50-year mark if they were significant or unusual property types. For a property to retain integrity, its present appearance must closely resemble the original appearance. Common alterations to buildings include the replacement of original materials with modern ones (such as new windows or porches), the construction of additions, and the installation of modern siding materials. Properties that have undergone too many physical changes were excluded from the survey. Because urban residences are the most common resources within a building survey, we evaluated them using a stricter integrity standard.

Farmsteads and complexes of buildings were evaluated as a whole. If the primary building of a farmstead or complex did not retain integrity, we did not survey associated buildings – although we



Plainview Hotel, Locust Street and Maple Street, PC06-027

made exceptions when the outbuildings held significance collectively, even if the residence or main barn did not retain historic integrity. Abandoned properties were included in the survey if they appeared to date before the turn-of-the-century, were a rare property type, or exhibited regional construction materials such as sod or stone.

We evaluated commercial buildings individually and as contributing components of a commercial historic district. In accordance with NeHBS guidelines, we acknowledged that the first-floor storefronts of commercial buildings have often been modernized. That change alone did not eliminate buildings from the survey. If a building retained historic wall surfaces, cornices, and second-level window openings, it was included in the survey.

Mead & Hunt personnel were careful to document properties according to the NeHBS manual, which requires preparing a field form and taking a minimum of two black-and-white photographs. During the evaluation, we related properties to historic contexts and property types developed by the NeSHPO and included in the NeHBS manual. We recorded all surveyed properties on U.S. Geological Survey (USGS), county, and city maps, as appropriate. Surveyed properties were evaluated for potential eligibility for the NRHP (see Chapter 5, Results and Future Needs).

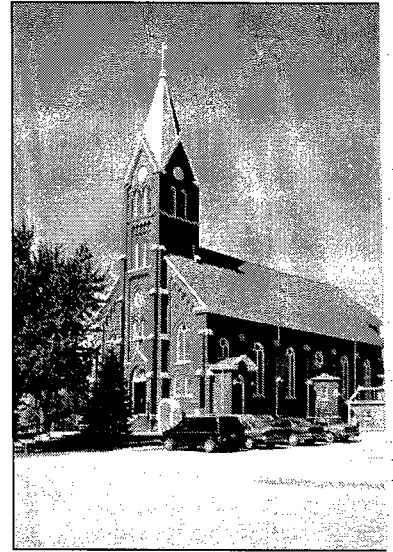
The NRHP is the official federal list of districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, engineering, and culture. A property can be significant at the local, state, or national level. To qualify as eligible for the NRHP, properties must be at least 50 years old and possess historic significance and integrity.

To be listed on the NRHP, a property's significance must be demonstrated by one or more of the following criteria established by the National Park Service:

- *Criterion A – Association with events or activities that have made a significant contribution to the broad patterns of our history.*

- *Criterion B – Association with the lives of persons significant in our past.*

- *Criterion C – Association with the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.*



St. Mary's Catholic Church, Osmor
PC04-0

- *Criterion D – Potential to provide important information about prehistory or history.*

Generally, cemeteries, birthplaces, grave sites, religious properties, moved buildings, reconstructed properties, commemorative properties, and properties that have achieved significance within the last 50 years are considered ineligible for listing. However, they may qualify if they fall into one of the following categories:

- Religious properties deriving significance from architectural or artistic distinction or historical importance.
- Moved properties that are significant for architectural value.
- Birthplaces or grave sites if there is no other appropriate site directly associated with a significant person's public life.
- Cemeteries that derive primary significance from graves of person's of transcendent importance, from age, or distinctive design features.
- Reconstructed buildings when built in a suitable environment.
- Commemorative properties with significant design, age, tradition, or symbolic value.
- Properties less than 50 years old that are of exceptional importance.

Also important in the determination of eligibility of a property is integrity. Integrity is defined as the ability of a property to convey its significance. A property's integrity must be evident through historic qualities, including:

- location
- setting
- workmanship
- association
- design
- materials
- feeling

The seven elements of integrity are defined in *Appendix 2, Glossary of Architectural Terms*.

After completing fieldwork, Mead & Hunt compiled field data and historical information for input in the NeHBS database.

This report highlights the results of the survey, including recommendations for NRHP listing. Products submitted to the NeSHPO include the survey report, photograph contact sheets, negatives, color slides, maps, site plans, and research files.

Limitations and Biases of the Survey

Mead & Hunt limited the survey to the properties and historic resources identifiable from the public right-of-way. A number of properties were not visible because of their considerable setback. In other cases, properties were not able to be evaluated because they were obscured by significant foliage, including windbreaks.

Survey Results

The NeHBS of Pierce County evaluated 407 properties, including three properties listed in the NRHP. In addition, we reevaluated 24 bridges that were previously surveyed as part of a statewide bridge survey. The numerical summary of survey results at the end of this section details the property types surveyed in the rural area and in each community.

Significant Historic Contexts

The survey of Pierce County identified properties that relate to historic contexts outlined by the NeSHPO. Each historic context contains distinct property types and also details the history of a particular theme as related to the state of Nebraska. In Pierce County, we identified nine significant historic contexts. The following discussion presents each of the historic contexts through an illustration of related properties identified in the reconnaissance survey. A list of potentially eligible properties associated with each context can be found in *Chapter 5, Results and Future Needs*.

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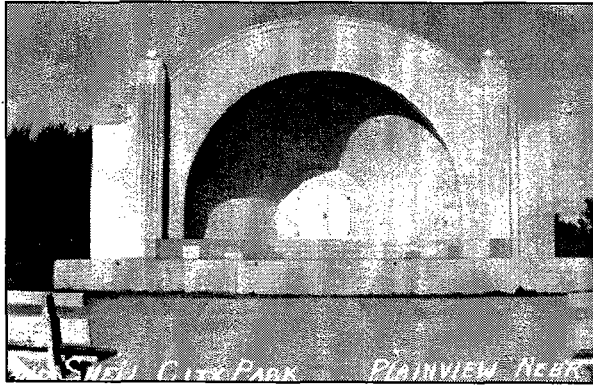
Agriculture

The agriculture context combines property types that are related to food production, including crops and livestock. Within Pierce County, we identified a number of farmsteads associated with this theme. The farms often contained a main house, barns, grain bins, storage buildings, garages, machine sheds, chicken coops, windmills, and cellars. The variety of barn types and other outbuildings, display the diversity of livestock and crop production throughout Pierce County. Modern barns and utility buildings, often of metal construction, are found throughout the county. In some cases, modern houses have replaced historic farmstead residences and older homes have been significantly modernized.

Commerce

The historic context of commerce is concerned with the buying and selling of commodities, which are transported from one place to another. Associated property types include stores providing a variety of products and services. Related property types are largely one and two-story brick commercial buildings located on a town's main street. The buildings represent elements of architectural styles that include Italianate, commercial vernacular, and Neoclassical Revival.

Grain elevators, found in almost all of the communities in the county, are also related the historic context of commerce.



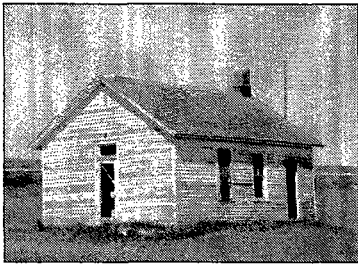
Band Shell at City Park, c. 1940, Plainview, PC06-010 (PCHS)

page 22 **Diversion**

The theme of diversion relates to those activities designed to relax and amuse people. Associated properties identified in the reconnaissance survey include the Pierce County Fairgrounds (PC05-026), Gilman Park in Pierce (PC05-051), and the Athletic Park Band Shell in Plainview (PC06-010 – NRHP listed).

Education

The education context relates to the processes of teaching and learning. The reconnaissance survey identified rural and urban schools, public and parochial, as related property types. Only a few historic rural schools remain in the county and display frame, brick, and stucco construction. One example, (PC00-013), a brick school located south of Foster, has been converted into a residence. Frame schools include abandoned school district #46 (PC00-102) and Pleasant View School (PC00-025). Logan Pride School (PC00-028) is the only stucco school in the county.



Schoolhouse, District #46 near Pierce, PC00-102



St. Mary's Catholic Schoolhouse, 302 Fifth Street, Osmond, PC04-014

During the late nineteenth and early twentieth centuries, two-story brick school buildings were constructed in Pierce County's communities. However, many of these were replaced within the last 15 years. Two original urban schools included in this survey are Plainview High School (PC06-014) and St. Mary's School in Osmond (PC04-014).

Government

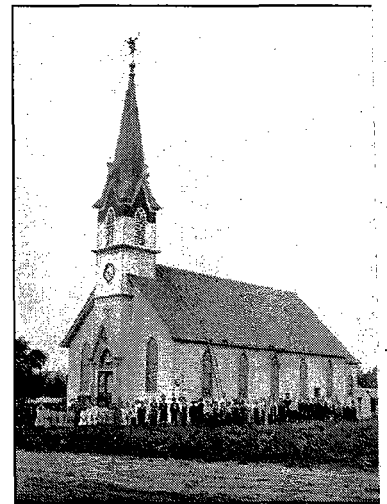
The historic context of government pertains to properties that relate to the act or process of governing at the federal, state, or local level. Only one property representing this theme was identified in Pierce County – the Plainview City Hall (PC06-060).

Religion

The historic context of religion relates to the institutionalized belief in and practices of faith. Related property types identified during the reconnaissance survey include churches, cemeteries, and clergy residences.

The survey identified churches in both urban and rural settings. Urban churches, of both frame and brick construction, demonstrate Neo-Gothic, Neoclassical Revival, and Queen Anne styles.

Two rural churches in Pierce County were identified including St. John's Evangelical Lutheran Church (PC00-027) and Stark Valley United Methodist Church (PC00-015). Both of these churches have associated cemeteries. A number of other cemeteries were found on the outskirts of the communities and in rural areas.



St. John's Evangelical Lutheran Church, located near Pierce, c. 1900, PC00-027

Generally, religious properties are not eligible for inclusion in the NRHP unless a property derives its primary significance from architectural distinction or historical importance.

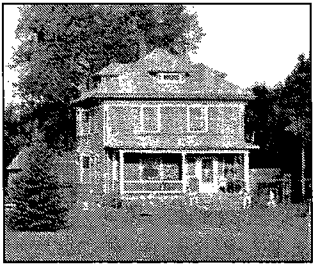
Services

The theme of services relates to properties that contain support facilities for an area, such as public utilities, health care, and banking. Related properties identified in the reconnaissance survey included banks and one water tower in Osmond (PC04-040).

Settlement

The historic context of settlement pertains to the division, acquisition, and ownership of land. Houses are the primary property type associated with settlement in Pierce County. This also includes the largest pool of buildings surveyed. The residential properties represent vernacular forms with some high style characteristics. (For definitions of architectural styles and terms, please refer to Appendix 2, *Glossary of Architectural Terms*). Houses forms typically found in the county include:

- The gabled-ell is one of the most common forms identified and generally consists of a two-story "gable" and a one-story wing.
- Four-squares are generally large, two-story houses with a square plan, hipped roof, and brick, clapboard, stucco, or concrete block construction. Larger farmhouses and urban residences often use this form.



Example of a Four-Square House Farmstead near Plainview, PC00-136



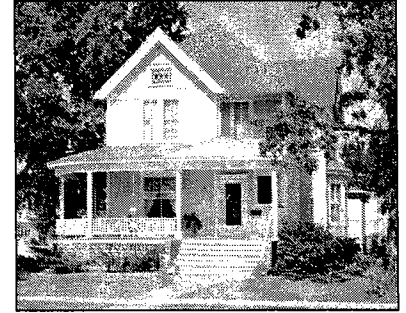
Example of a Craftsman Bungalow House, 404 Nebraska Street, Pierce, PC05-065

- Cross-gabled houses are usually two-story, roughly square, with an intersecting gable or gambrel roof.

Vernacular architectural styles often exhibit some high style architectural characteristics. The majority of homes that exhibit such characteristics are located in the communities, although some of the larger historic farmhouses do also. Uses of architectural styles featured in Pierce County include:

- Craftsman style bungalows, dating from the early twentieth century, commonly exhibit steeply-pitched roofs with exposed rafters, one-and-one-half stories, and brick or stucco exterior.

- Queen Anne houses, dating from the late nineteenth and early twentieth centuries, display fish-scale shingles, decorative porches, frame construction, irregular form, turrets, and a variety of wall materials.



Example of a Queen Anne House, 221 Nebraska Street, Pierce, PC05-014

Other Period Revival styles include Dutch Colonial Revival and Colonial Revival. All of these styles were popular during the early decades of the twentieth century and reflect a variety of characteristics associated with the period revival movement.

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Transportation

Transportation relates to the "carrying, moving, or conveying of material and people from one place to another." Examples of associated property types include trails, roads, gas stations, bridges, railroad stations and depots, and airport terminals. During the survey, Mead & Hunt identified a variety of properties including truss bridges, two gas stations (PC05-047 and PC05-059), a railroad depot (PC06-003), a railroad freight house (PC06-084) and brick streets (PC05-082) relating to the theme of transportation. The role and resources of the Meridian Highway in Pierce County were evaluated as an intensive theme (See *Chapter 4: Meridian Highway in Pierce County*).



Chicago & Northwestern Railroad Depot, Plainview, PC06-003

Numerical Summary of Survey Results

Table 1. Summary of properties surveyed – Pierce County

Area/NeHBS prefix	Properties surveyed before 2000	New properties surveyed in 2000-2001	Total properties evaluated
Rural (PC00)	64	123	187
Foster (PC01)	4	0	4
Hadar (PC02)	6	4	10
McLean (PC03)	6	2	8
Osmond (PC04)	23	20	43
Pierce (PC05)	49	35	84
Plainview (PC06)	33	51	84
Total	185	235	420

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Table 2. Summary of contributing resources – Pierce County

Area/NeHBS prefix	Properties	Buildings	Sites	Structures	Objects
Rural (PC00)	165	341	14	86	0
Foster (PC01)	2	0	0	2	0
Hadar (PC02)	9	7	0	1	0
McLean (PC03)	7	7	0	1	0
Osmond (PC04)	40	34	0	4	0
Pierce (PC05)	77	74	1	3	2
Plainview (PC06)	78	91	1	2	11
Total	378	554	16	99	13

Meridian Highway in Pierce County

Introduction

The Meridian Highway was delineated in 1911 through the efforts of local citizens. Originally named the Meridian Road, the route was renamed the Meridian Highway in 1919. The highway served as the primary north-south route through central United States. Extending from Winnipeg, Canada, to Mexico City, Mexico, the Meridian Highway passed through the eastern portion of Nebraska, including Madison and Pierce Counties. The road's initial was intended to roughly outline followed the survey of the Sixth Principal Meridian through the central Great Plains, hence the name Meridian Road.

Road networks prior to the twentieth century in Nebraska and much of the country were largely undeveloped. The popularity of both the bicycle and the automobile raised awareness of the need for adequate road networks. In response to the poor condition of the nation's system of roads, the "Good Roads Movement" began at the turn-of-the-nineteenth-century. The movement advocated for federal, state, and local aid for road building and

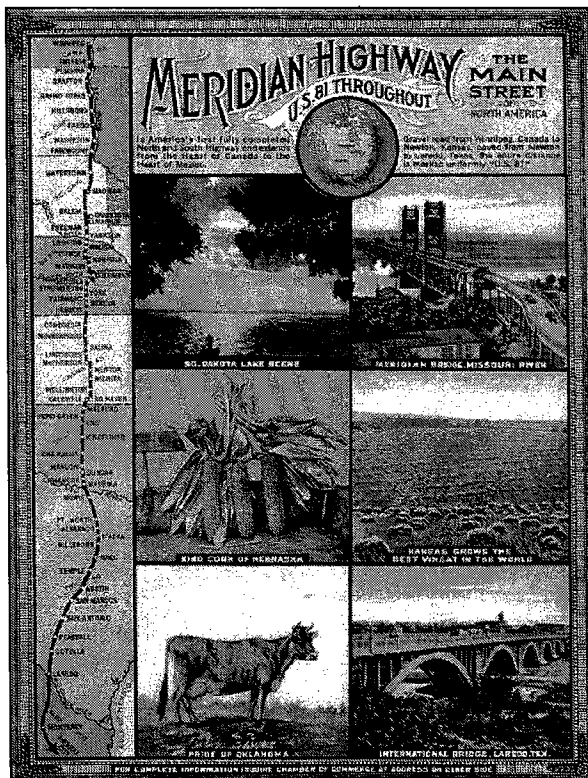
maintenance activities. Citizen organizations like the Lincoln Highway Association and the Meridian Road Association were formed to lobby state, federal, and local governments to cooperatively plan and construct roads. Local commercial clubs, business associations, automobile clubs, and merchants often contributed labor and funds to improve roads in their locale.

Early Road Development in Nebraska

The need for a statewide network of roads was spurred by the increase in motor vehicle registration. In Nebraska, motor vehicle registration was 1,087 in 1906, but by 1910 it had risen to 11,339.¹ Nebraska boasted three major highways in 1914 – the Meridian, Lincoln, and Omaha-Lincoln-Denver Highways.

Federal funding for road construction began with the passing of the Federal-Aid Road Act in 1916, which appropriated \$75 million over a five-year period to aid states with road construction.² Under this act the federal government financed up to 50 percent of the cost of construction, not to exceed \$10,000 per mile. Each state was required to establish a state highway department to administer the funds, supervise the construction, and to assume responsibility for maintaining highways and bridges.³ In Nebraska, the State Legislature created the State Board of Irrigation, Highways, and Drainage to undertake road construction projects and the board devised a plan to connect all county seats with highways. In 1919 the State Board of Irrigation, Highways, and Drainage was abolished and replaced by the Department of Public Works.

Federal funding for the construction of highways continued with the Federal Highway Act of 1921. Under the Act, each state was eligible for assistance for the construction of seven percent of its highways, and road designs were required to adhere to the federal government's minimum standards for width, grade, and roadbed type. In Nebraska, the entire length of the Meridian Highway was designated under the seven percent "rule." States were required to submit their plans to the Federal Bureau of Public Roads for approval.⁴



Meridian Highway promotional flyer, c. 1930 (NSHS)

Between 1917 and 1926, Nebraska spent more than \$27 million on road construction of which approximately \$12.5 million was furnished by the federal government.⁵

In the 1920s most Nebraska roads were dirt or gravel, and paved roads were found only in Omaha, Lincoln, and Grand Island.⁶ Nebraska state highway engineers advocated the use of gravel for surfacing highways, rather than more permanent materials like concrete and bituminous asphalt. Nebraska's soil conditions, level of rainfall, and the hard stone material used for gravel (largely taken from the Platte River) made gravel an economical and acceptable choice for state highways.⁷

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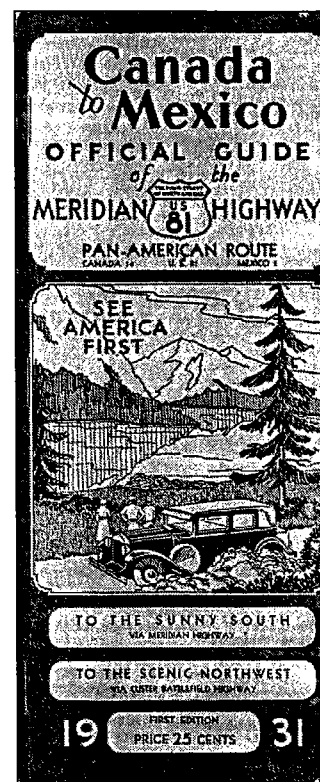
Beginnings of the Meridian Highway

During the early twentieth century, road development was largely initiated by private interests composed of local, state, or regional associations that cooperated in the promotion and improvement of cross-country routes. The Meridian Highway was promoted by the Meridian Road Association, one of the earliest associations of its kind.⁸ The objective of the promoters was to establish organizations in Nebraska, Oklahoma, Texas, and North and South Dakota, and cooperate to locate and mark an improved road from Winnipeg, Canada, to the Gulf of Mexico. At the June meeting, the name "Meridian Road" was selected for the proposed route because it closely followed the Sixth Principal Meridian. Other meeting activities included the adoption of a sign, a map of a route through Kansas, and instructions for the association to promote the road south to the Gulf of Mexico and north to Canada.⁹

After the Meridian Road Association was formed in Kansas and a route was chosen, the group solicited other states for support. The originator of the road, John Nicholson of Kansas, spoke in Columbus in 1911 to gain support for the development of the Meridian Road through Nebraska. As reported in the Columbus Telegraph, Nicholson explained that the main goal in outlining a route was not to follow the meridian line, but to follow "the main traveled roads leading to the county seat, and the principal towns located close to the line."¹⁰ In Sep-

tember 1911, local and visiting businessmen from communities across the state met in Columbus and organized the Nebraska Meridian Road Association. Committeemen from each county were selected to promote interest in the road and to identify the most practical route through their county. The Meridian Highway's original route in Nebraska traveled more than 200 miles, connecting 18 towns from north to south including: Crofton, Wausa, Pierce, Hadar, Norfolk, Madison, Humphrey, Platte Center, Columbus, Shelby, Osceola, Stromsburg, York, Fairmont, Geneva, Bruning, Hebron, and Chester. The Nebraska Meridian Highway Association adopted a metal sign shaped like the state of Nebraska with "Meridian Road" in white lettering on a blue background as their official sign.¹¹

Overall planning of the road continued quickly as the South Dakota and the North Dakota divisions of the Meridian Road planned a route in October and a Canadian division organized in November 1911.¹² In January of 1912 the International Meridian Road Association was formed, representing Canada, North Dakota, South Dakota, Nebraska, Kansas, Oklahoma, and Texas. The constitution and bylaws of the Meridian Road Association specified that "the Meridian Highway shall be a well graded, well-drained Highway with permanent bridges, substantial culverts and kept in a condition to facilitate travel, and it shall be the aim and object of the Association to secure the construction and maintenance of a hard-surfaced road as soon as conditions will warrant the same and is justified."¹³ The International Meridian Road Association also adopted two official road signs: one sign consisted of white bands on poles 12 inches wide which indicated the



Official Guide of the Meridian Highway, Pan American Route
1931 (NS)

route continued straight ahead; while the second sign consisted of a set of three poles with six-inch white bands and 6-inch red bands which were posted before and after each turn with the letters M.R.¹⁴ Each state division of the Meridian Highway Association was responsible for the location, maintenance, and signage. The international organization was involved in advertising, tours, and general improvements to the road, and settled disputes over route location at the borders.¹⁵

The International Meridian Highway Association was involved most directly with the overall promotion of the road to enhance its development across the entire route. On September 10, 1912, an "official party" comprised of the members of the International Meridian Highway Committee and others, including the editor of Road Maker and the Automobile Blue Book, started on a promotional tour along the Meridian Road traveling south to the Gulf of Mexico.¹⁶ The purpose of the trip was to observe the progress of the road and to meet with local officials to encourage the maintenance and improvement of the road. The party traveled more than 100 miles a day and was met by large crowds in many cities. Each state provided the group with transportation while the towns along the route furnished the use of hotels and garages free-of-charge.¹⁷ Due to the success of the tour, a second booster trip was made in 1914. Approximately 50 cars of businessmen traveled from Texas and Oklahoma north to Canada accompanied by a film crew.¹⁸

In 1922 the entire Meridian Highway route in Nebraska was designated as a state highway.¹⁹ Improvements along the Meridian Highway continued in various stages over the years, but perhaps the construction of the Meridian Highway Bridge at Yankton, South Dakota, in 1924 was the most significant. The new bridge replaced a seasonal ferry service and pontoon bridge over the Missouri River to South Dakota. In 1926 the Federal Bureau of Roads designated the Meridian Highway as U.S. Highway 81 as part of the country's primary highway system.²⁰ By 1928, only 19 miles of the Meridian Highway in Nebraska remained earth – 10 miles were located between Columbus

and the Nebraska-Kansas state line, and nine miles were located north of Wausa and at the time were under contract to be graded with gravel.²¹

Towns along the Meridian Highway route promoted services available in their community such as lodging, camp-

ing facilities, and automobile repair services. In 1921 the following towns in Nebraska had tourist camping grounds – Wausa, Pierce, Norfolk, Madison, Columbus, Osceola, Stromsburg, York, Fairmont, Geneva, Hebron, and Bruning with Crofton and Chester planning to add camping grounds in the spring of 1922.²³ The tourist camp at York provided the following amenities to travelers:

"[The auto tourist camp] is located at the Chautauqua Park, five blocks from the business section on paving. Has many free accommodations, with shelter in case of storm, is electric lighted, has wash rack for cars, tubs for family wash, shower bath with water heater, gas for cooking, open fire for those who prefer it, and a caretaker on the job all day and night to look after the tourist."²⁴

"The Meridian Highway touches the great lumber and wheat belts of the north, swings straight into the land of corn and of cotton and carries its route into the tropics of the Mexican republic direct from the snow laden hills of northern and central Canada."²²

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Meridian Highway in Pierce County

Woods Cones, Pierce banker and automobile enthusiast, outlined the route through Pierce County in 1911. From Norfolk, the route followed an existing northwesterly road through Hadar. From Hadar, the highway continued northwest toward the city of Pierce on a section-line road. In 1939, the Meridian Highway was rerouted bypassing the towns of Pierce County the Meridian Highway once served.

The portion of the Meridian Highway between Norfolk and Pierce diverged from the section-line roads that were most commonly selected for the highway's course. Instead, the route traveled along an existing northwest road from Norfolk to Hadar.

The existing road was established as early as 1866 by German families who settled in the area. The road provided a logical route for the Meridian Highway, which was mapped and routed by Pierce County representatives of the newly organized Nebraska Division of the Meridian Road in the fall of 1911. Northwest of Hadar the road diverged from this diagonal road and turned west and then north, which put the Meridian Highway back on the section line.

Improvements to the section of the Meridian Highway from the Madison County line north the Pierce included the construction of bridges, culverts, and roadbed work. In 1919, a total of \$101,496.73 in federal and state aid was designated for work on the Meridian Highway and the Antelope Trail in Pierce County.²⁵ The Edward Peterson Company of Omaha won the bid for the construction of the road from the Madison county line to 2½ miles north of Pierce in 1920, and the Norfolk Bridge & Construction Company received the contract for the culverts.²⁶ In May 1925, more than six miles of the road southeast of Pierce received gravel surfacing.²⁷ A portion of the highway was rerouted and a "feeder road" from Pierce to Wayne was constructed (formerly Highway 113) during 1933 to 1934.

As the use of the highway increased, businesses that specialized in automobile and tourist services developed in the communities along the route in order to accommodate the motorists' needs. Typical businesses were repair garages, auto dealerships, and hotels and motels.

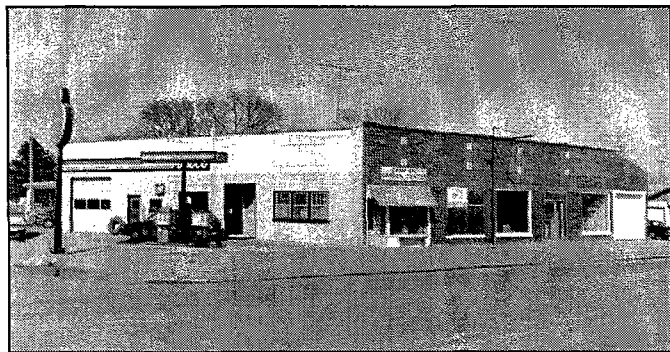
Pierce

The Meridian Highway was routed in 1911 to enter the city of Pierce on Main Street from the east. At the intersection of Main and Mill Streets the highway turned right and continued north out of town on Mill Street. The intersection soon attracted automotive-related businesses, inspiring townsfolk and local newspapers to refer the intersection as "Oilville." Four gasoline stations, an automobile dealership, garages, a tourist camp, and other services for motorists operated over the years at this location, such as the filling station and bulk oil operation constructed by Fred Lierman at the northwest corner of the intersection in 1919.³⁰ Named the Pierce Independent Filling Station, bulk tanks holding gas and oil and a pipeline served the railroad were located on the lot to the north of the station.³¹ Lierman sold the operation to A. O. Schramm in 1920.³² Only a section of the station is extant, which is incorporated into portions of a modern snack shop.

Woods Cones

The most prominent of Pierce County's good roads "boosters" was Woods Cones (1858-1938), pioneer Pierce banker and automobile enthusiast. Cones served as vice president of the Pierce County Automobile Association, was a supporter of the Pierce Commercial Club and a member of the roads committee.²⁸ Due to his enthusiasm for good roads and automotive transportation, Woods Cones was requested to represent Pierce County in the Nebraska Meridian Highway Association. In this capacity, he was responsible for outlining the route through Pierce County in 1911.²⁹ In 1919 the Nebraska Division of the International Meridian Road Association was divided into two divisions. The South Platte Division was established for counties south of the Platte River and the North Platte Division for counties north of the Platte River. Cones drafted bylaws for the northern division and was enrolled as the committee member representing Pierce. The efforts of Woods Cones represent the role of private development and promotion of "good roads" and early "automobile trails" by individuals and associations during a period when state and federal aid assumed a greater role in highway development.

During the 1920s, the use of the Meridian Highway continued to grow. Prominent "Oilville" businessmen A.O. Schramm and Fred Lierman constructed a gasoline station and service garage (PC05-059) at the northeast corner of Main and Mill Streets in 1924. This building was named the "Meridian Garage," and offered tires and repairs, and served as an agency for Schramm's Chevrolet dealership. Schramm expanded this location in 1928 to include a showroom for his dealership, a Good-year tire repair and auto accessory shop, and a lunchroom. The expanded building with its new brick front was topped by an electrically lit tin and wood teapot. The roadside teapot served to attract the passing motorist to the "Teapot Dome" lunchroom operated by Mrs. Schramm and named after the national oil scandal of 1923. The building hosted a Shell gas station in 1931 at which time the southwest corner of the building was removed.³³ The building functions today as an Amoco station.



Tea Pot Dome Gas Station in Pierce, PC05-059

A brick creamery building located at 122 Mill Street (PC05-047) was built by William Bechter in 1914. In 1925 the building was converted into the Pierce Artificial Ice Company and Tourist Filling Station by A.O. Schramm and Herman Vonderhohe, and brick columns, a driveway, and a covered canopy facing the road were added to the building.³⁴ To the south of the intersection of Main and Mill Streets, the Midway Filling Station was built in 1925 of brick and tile.³⁵

There were also auto parks, campgrounds, and other tourist accommodations located at the intersection of Main and Mill Streets.³⁶ The Pierce Commercial Club proposed a "tourist house" in 1921 for the northeast corner of the city park.³⁷ By 1921, park improvements were described as "nicely located and plans are under way for all consistent accommodation for travelers."³⁸ Schramm built a complex of six cabins with attached automobile stalls under one roof between his two gas stations on Mill Street in 1929 to accommodate auto tourists.³⁹ In 1934, Gillman Park (PC05-051) was constructed on the grounds of an old mill located northeast of the intersection. The park was developed as a Depression-era federal relief project and served the traveling public as a campground.

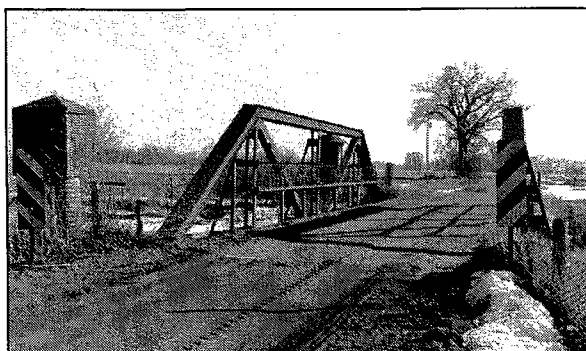
The pre-1939 Meridian Highway alignment continued north on Mill Street out of the city of Pierce. The highway followed section-line roads 9 miles to the north, turned west for one mile, turned again to the north and crossed present-day U.S. Highway 20, and continued north along present-day State Highway 121 to the Knox County border. To the south of U.S. Highway 20, the highway

crosses the North Fork of the Elkhorn River (East Branch), where a 1915 steel truss bridge (PC00-075) carries the road over the river.

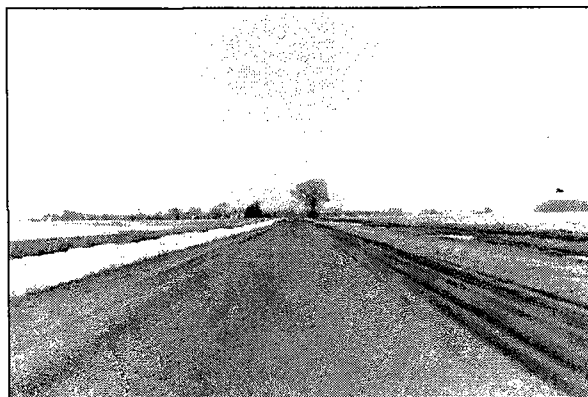
Hadar

In its route from Norfolk to Pierce, the Meridian Highway passed through the western edge of the community of Hadar. Automotive services in Hadar were provided by businesses on Main Street, which included the Lawrence Ahlman filling station and the filling station and garage of Hugo Mittelstaedt (both buildings are no longer extant). Mittelstaedt operated filling stations and a bulk dealership under the "WNAX Fair Price Plan," a chain of gasoline stations of the Gurney seed and nursery company and radio station WNAX of Yankton, S.D.⁴⁰

Today, Nebraska State Highway 13 passes through Hadar, and U.S. Highway 81 is located 1.5 miles to the east. "Old Hadar Road," the former route of the Meridian Highway, is now an improved county road that enters Hadar from the south and exits to the north on State Highway 13.



Pony Truss Bridge, 1915, PC00-078



*View of the Meridian Highway Roadbed,
Pierce County, PC00-187*

Nominating the Meridian Highway to the National Register

A 4.5 mile section of the Meridian Highway, southeast of the city of Pierce, has been identified to retain historic integrity and represent the development of the highway from 1911-1939. The significant section begins at the intersection of 552 Avenue and 850 Road continuing 3 miles north to the intersection of 552 Avenue and 853 Road, then traveling one mile due west of the intersection of 551 Avenue and 853 Road, then ending ½ mile north at the intersection of State Highway 98. This section of the Meridian Highway is currently in the process of being nominated to the National Register.

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The road is being nominated to the National Register of Historic Places under Criterion A for its association with the development of a transcontinental highway and the role of early citizen road advocates and early twentieth century state and federal road improvements. This section of road is also being nominated under Criterion C for its ability to display period road construction techniques. The nominated section of road includes the 1911 roadbed (PC00-187), a 1915 Warren pony truss bridge (PC00-078), a steel "I"-beam girder bridge (PC00-175), and 11 culverts with markers shaped in the form of an obelisk constructed in 1920. The road carried the Meridian Highway from its original alignment in 1911 through 1939, when Highway 81 was rerouted to its current location.



Pierce Artificial Ice Company and Tourist Filling Station in Pierce, PC05-047

Conclusion

The Meridian Highway served as an important transportation corridor in the central United States and Nebraska. The highway is an example of early twentieth century road construction, and a significant transportation network. Established and promoted by individuals and associations, the highway represents the role of private development and the promotion of "good roads" and early "automobile trails" during a period when state and federal aid assumed a greater role in highway development.



Concrete culvert and obelisk, PC00-0

The highway became increasingly important as the number of automobiles in Nebraska, and the nation, grew during the early 1900s. In order to accommodate motorists' needs, businesses that specialized in automobile and tourist services located along the route and promoted services such as hotel lodging, camping facilities, and automobile repairs. Typical businesses were repair garages, auto dealerships, and overnight accommodations. The survey of the Meridian Highway in Pierce County recorded 18 historic resources and resulted in the nomination to the National Register of a 4.5 mile section of the Meridian Highway to the southeast of the city of Pierce.

End notes

¹George E Koster, A Story of Highway Development in Nebraska, (Lincoln, Nebr.: Department of Roads, 1986), 14.

²The Complete Official Road Guide of the Lincoln Highway, 5th ed. (Tucson, Ariz.: The Patrice Press, 1993; Republished in facsimile from the 1924 edition.), 170.

³Koster, 9.

⁴The Complete Official Road Guide of the Lincoln Highway, 171-72.

⁵Nebraska Good Roads Association, Nebraska Highways, Volume 1, No. 3 (Lincoln, Nebr.: Nebraska Publishing Company, 1927).

⁶Koster, 23.

⁷Nebraska Goods Roads Association.

⁸The Meridian Road Association was organized in Kansas in June 1911.

⁹"Meridian Highway History," Texas Oil News, c. 1917-1919, collection of Nebraska State Historic Preservation Office.

¹⁰Columbus Telegraph, 8 September 1911.

¹¹Columbus Telegraph, 8 September 1911.

¹²"Meridian Highway History."

¹³Meridian Road constitution and by-laws in the collection of the F.A. Long Papers, Nebraska State Historical Society.

¹⁴"Meridian Highway History."

¹⁵"Meridian Highway History."

¹⁶"Meridian Highway History."

¹⁷Samuel H. Lea, "Inspection Trip Over the Meridian Road," The Road Maker (Volume II, No. 3:1-4), 2.

¹⁸Hebron Journal, 10 July 1914.

¹⁹Dr. F.A. Long, Madison, to John C. Nicholson, Newton, Kansas, 4 February 1922. Personal correspondence in the collection of the F.A. Long Papers, Nebraska State Historical Society.

²⁰Francis A. Long, A Prairie Doctor of the Eighties (Norfolk, Nebr.: Huse Publishing Company, 1937), 154-55.

²¹Norfolk Daily News, 11 June 1928.

²²Description of the Meridian Highway, Columbus Daily Telegram, 7 May 1924.

²³Dr. F.A. Long, Madison, to G.A. MacNaughton, San Marco, Texas, 20 December 1921. Personal correspondence in the collection of the F.A. Long Papers, Nebraska State Historical Society.

²⁴A.W. Ballenger, York to Dr. F.A. Long, Madison, 16 December 1921. Personal correspondence in the collection of the F.A. Long Papers, Nebraska State Historical Society.

²⁵Pierce County Call, 24 April 1919.

²⁶Pierce County Call, 7 April 1920.

²⁷Pierce County Call, 21 May 1925.

²⁸Pierce County Leader, 3 November 1910.

²⁹Pierce County Call, 19 October 1911 and 22 February 1912.

³⁰Pierce County Call, 3 April 1919.

³¹Pierce County Call, 3 July 1919.

³²Pierce County Call, 22 April 1920.

³³Pierce County Call, 26 July 1928.

³⁴Pierce County Call, 19 February 1925.

³⁵Pierce County Call, 2 April 1925.

³⁶Pierce County Call, 23 September 1920.

³⁷Pierce County Call, 23 June 1921.

³⁸Letter dated December 15, 1921 by E.D. Lundak, secretary of the Pierce Commercial Club to F.A. Long. Personal correspondence in the collection of the F.A. Long Papers, Nebraska State Historical Society.

³⁹Pierce County Leader, 9 May 1929.

⁴⁰Collection of the Nebraska State Historic Preservation Office.

Results and Future Needs

Future Survey and Research Needs

The NeHBS of Pierce County identified historic topics and resource types that would benefit from further study. We recommend the following future research and survey practices to help interpret Pierce County's unique history for local residents, the NSHS, and interested historians.

Proactive Role of Preservation in Pierce County

Pierce County has a significant amount of historic preservation potential. Each of the county's communities has some degree of preservation potential whether in commercial or residential areas. Through the use of preservation tools, the county could significantly benefit from increased tourism and commercial benefits. The ultimate goal would be to have preservation as a shared community value, similar to public safety and quality education. The county could choose from a variety of preservation activities including increasing public education on preservation issues, establishing preservation ordinances to offer protection to locally designated sites, listing properties in the National Register of Historic Places (NRHP), or participating in the national Main Street program.

In 2000, a diverse group of preservation advocates met several times in order to form a northeast Nebraska preservation advocacy group. "Preserve Northeast Nebraska" is a group of individuals and organizations that understands the role historic preservation can play in communities interested in economic development, tourism, and community revitalization. Preserve Northeast Nebraska should strive to continue organizational activities in order to promote historic preservation in Madison County and throughout northeast Nebraska.

Intensive Survey and Multiple Property Documentation of Pierce County Bridges

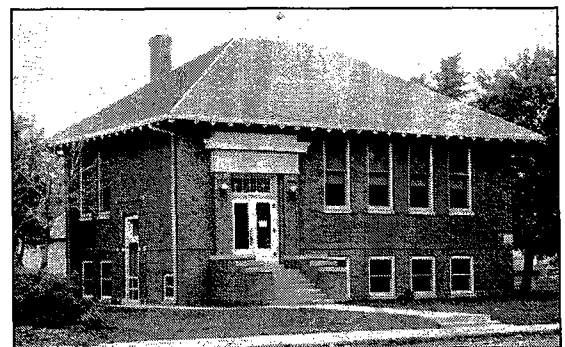
During our field survey, we identified 21 extant bridges in Pierce County. Of these, 20 are pony truss bridges and one is a concrete structure. Many of these bridges have been identified as being constructed by the Canton Bridge Company of Canton, Ohio. Between 1905 and 1918, the Canton Bridge Company held Pierce County's bridge construction

contract. Because the high concentration of these bridges in Pierce County is significant, a more intensive study of their importance in county highway development and the "good roads movement" is recommended. This study may lead to a Multiple Property Documentation.

National Register Properties

One purpose of the NeHBS survey of Pierce County is to identify properties potentially eligible for the NRHP. NRHP-listing is an honorific status bestowed on properties that possess historic or architectural significance at the local, state, or national level. Three properties in Pierce County have already been recognized and listed on the NRHP:

- Plainview Carnegie Library (PC06-013)
- Athletic Park Band Shell in Plainview (PC06-010)
- Willow Creek Bridge in Pierce (formerly PC00-046 is now located in Pierce and has a new site number of PC05-052)



Carnegie Library in Plainview, c. 1920 PC06-013 (PCHS)



Elkhorn River Bridge located near Osmond, PC00-064

We found 42 properties to be potentially eligible for the NRHP. The properties retain good integrity and possess characteristics that may allow them to be listed on the NRHP. However, we recommend further research before a final decision on eligibility is made.

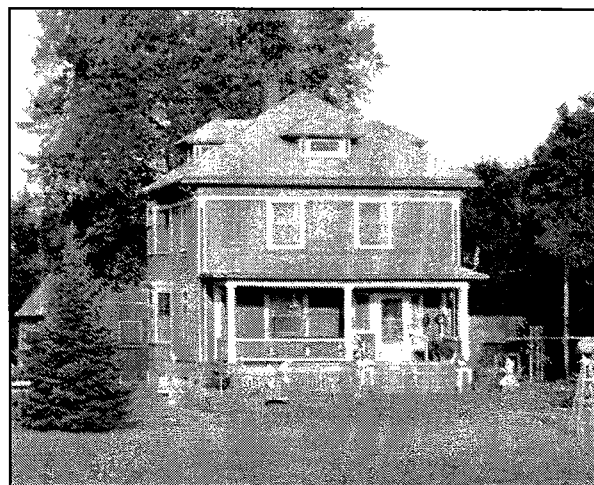
Potentially eligible properties in Pierce County are listed below under their primary historic context and illustrated within the report, as indicated. (For definitions, see *Significant Historic Contexts* in Chapter 3). Rural property locations are identified by nearest community.

Agriculture

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Farmstead, near Osmond, PC00-093



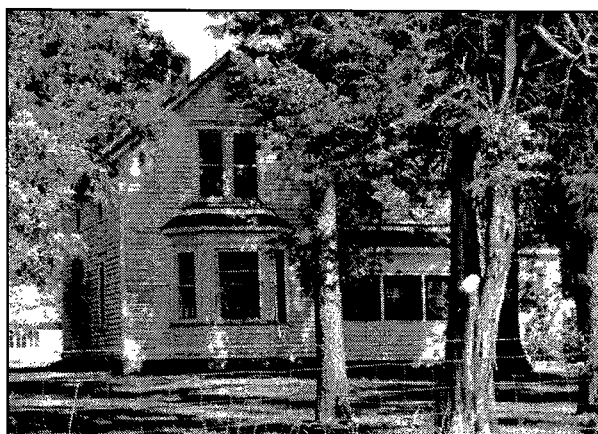
Farmstead, near Plainview, PC00-136



Farmstead, near Plainview, PC00-142



Farmstead, near Plainview, PC00-138



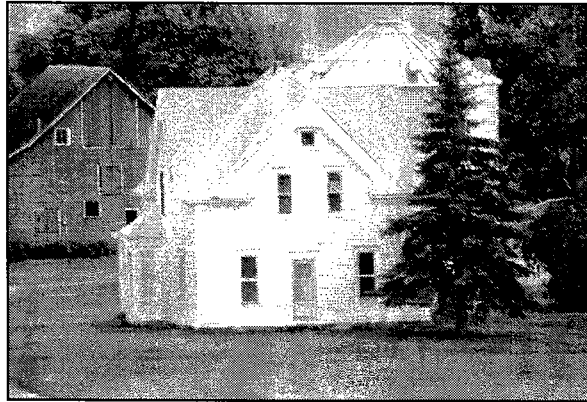
Farmstead, near Plainview, PC00-121



Farmstead, near Foster, PC00-155



Farmstead, near Pierce, PC00-167

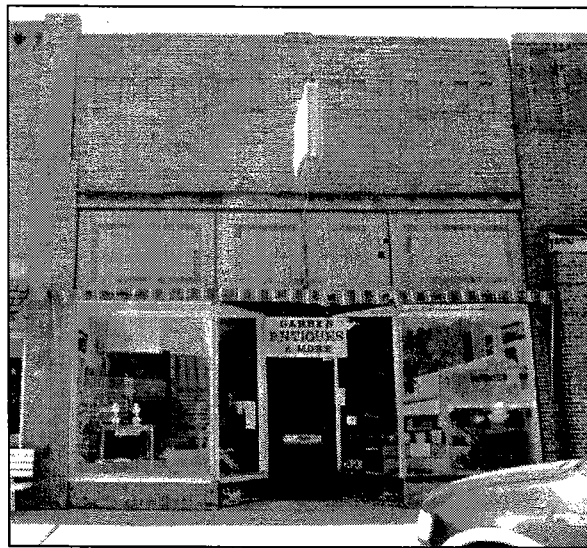


Farmstead, near Pierce, PC00-168

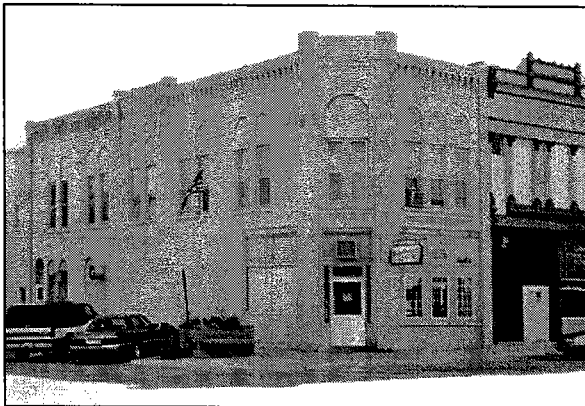
Commerce



Plainview Hotel, Locust and Maple Streets, Plainview, PC06-027



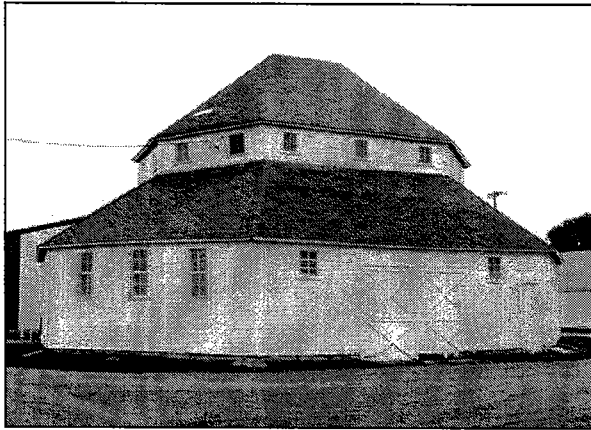
Commercial Building, State Street, Osmond, PC04-042



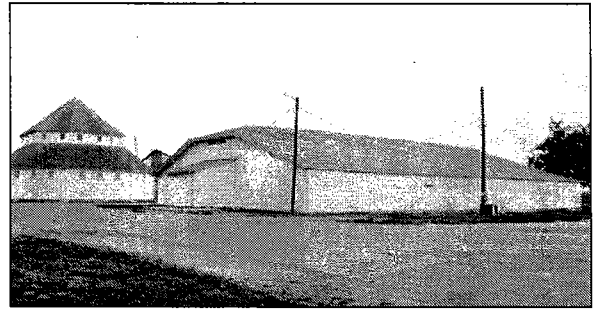
Commercial Building, Main Street, Pierce, PC05-030

Diversion

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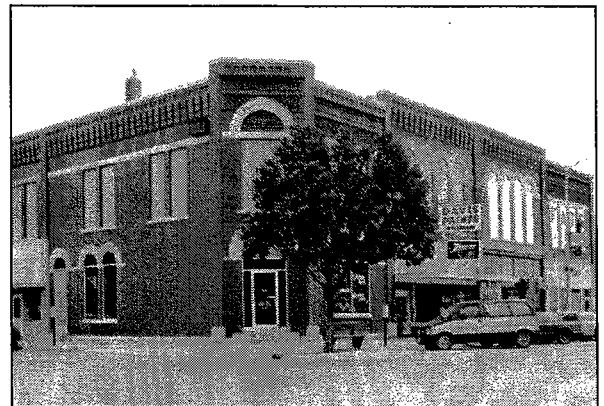
Pierce County Fairgrounds Building, Pierce, PC05-026



Pierce County Fairgrounds Building, Pierce, PC05-027

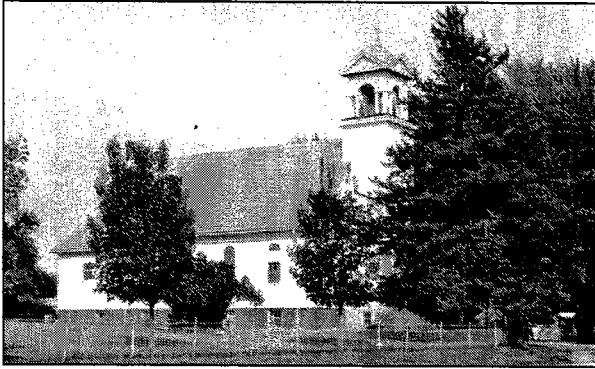


Shelters in Gilman Park in Pierce, PC05-051

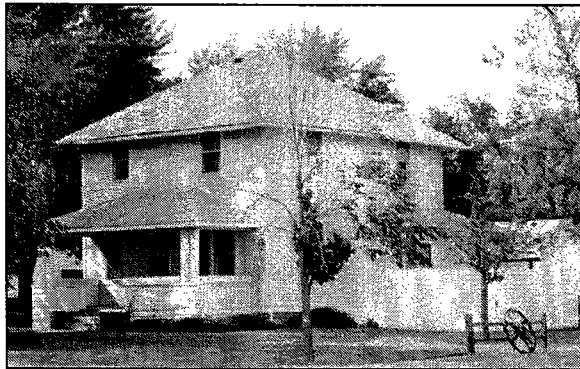


Opera House, Plainview, PC06-025

Religion

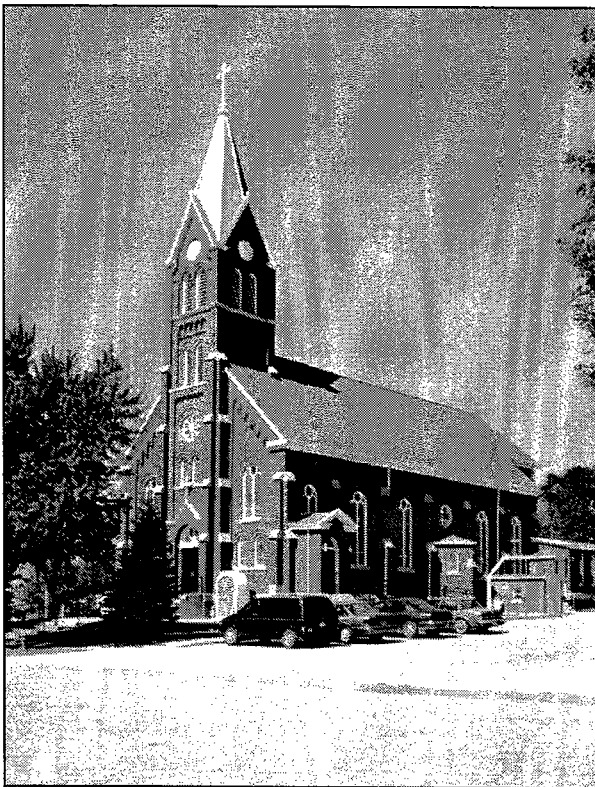


St. Paul's Catholic Church and Rectory, Plainview, PC06-018



St. Paul's Catholic Church and Rectory, Plainview, PC06-079

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St. Mary's Catholic Church, Osmond, PC04-013



St. Mary's Catholic Church, 302 Fifth Street, Osmond, PC04-014

Education

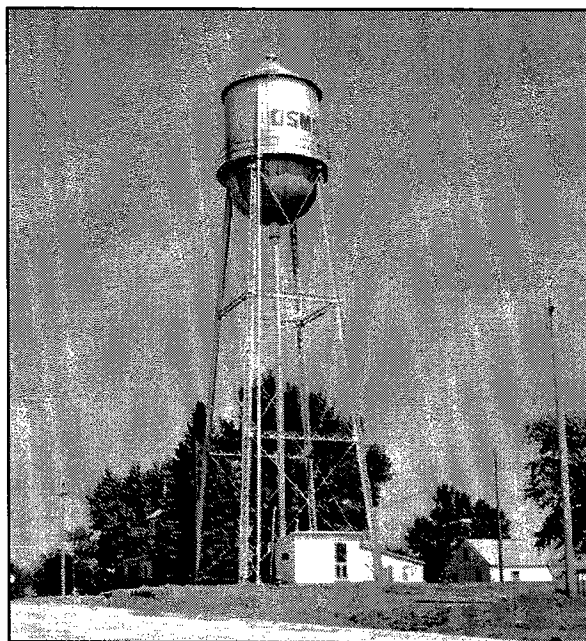


Abandoned School, District #46 near Pierce, PC00-102

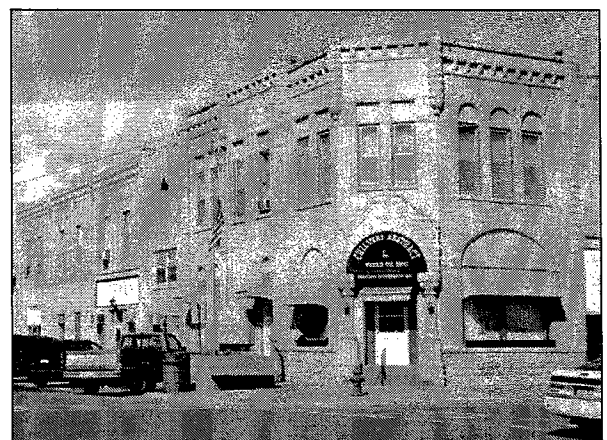


Pleasant View School, District #36 near Pierce, PC00-025

Services



Water Tower in Osmond, PC04-040



Pierce State Bank (Chilvers Block), Pierce, PC05-032

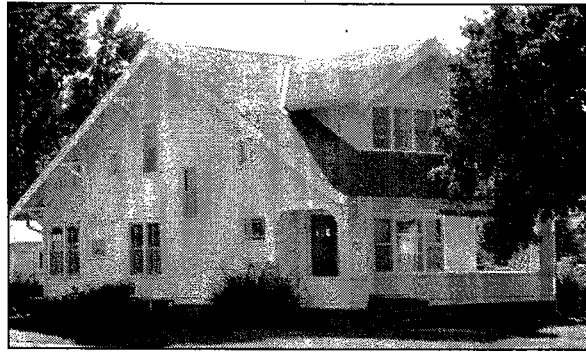
Settlement/Architecture

Urban

Osmond



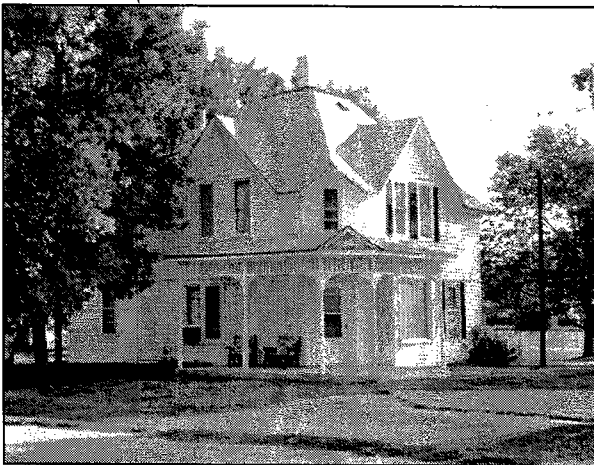
House, 510 State Street, PC04-007



Bungalow, 511 Logan Street, PC04-030

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Hadar



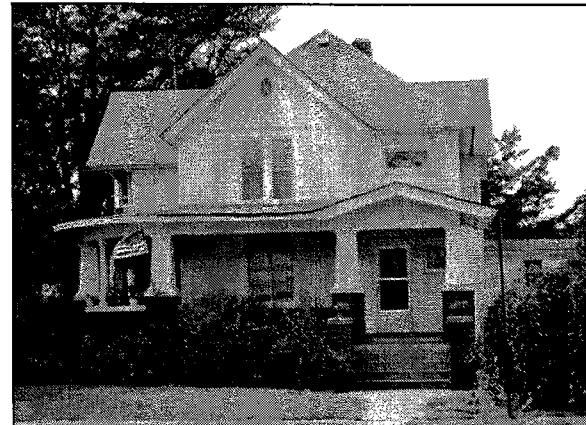
House, Fourth and Main Streets, PC02-006



House, 221 Nebraska Street, PC05-014



House, 221 Lucas Street, PC05-021



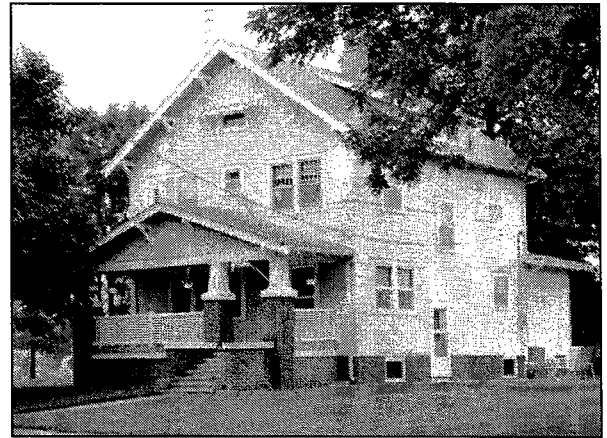
House, 104 E. Nebraska Street, PC05-048

Pierce (continued)

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House, 214 Florence Street, PC05-067



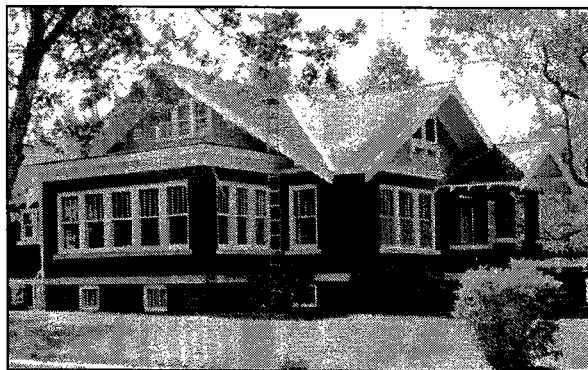
Chilvers House, 403 N. Third Street, PC05-053



Bungalow, 404 Nebraska Street, PC05-065

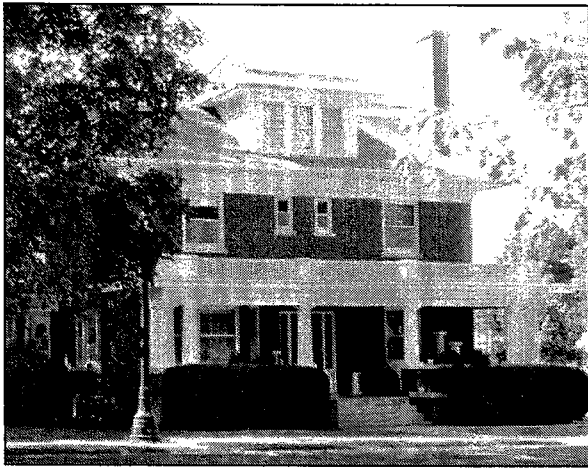


T.C. Anderson House, Lucas and Florence Streets, PC05-019



Bungalow, 216 Brown Street, PC05-071

Plainview



House, 302 N. Elm Street, PC06-008

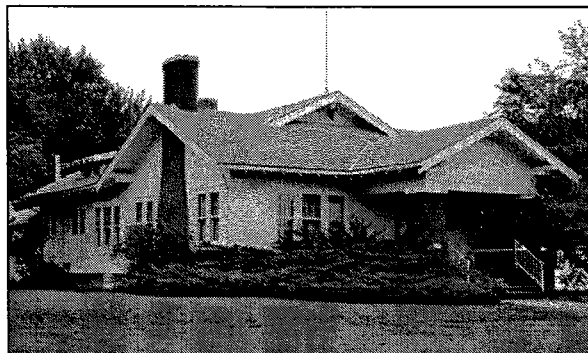


House, 107 N. Main Street, PC06-012

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House, 311 N. Third Street, PC06-017

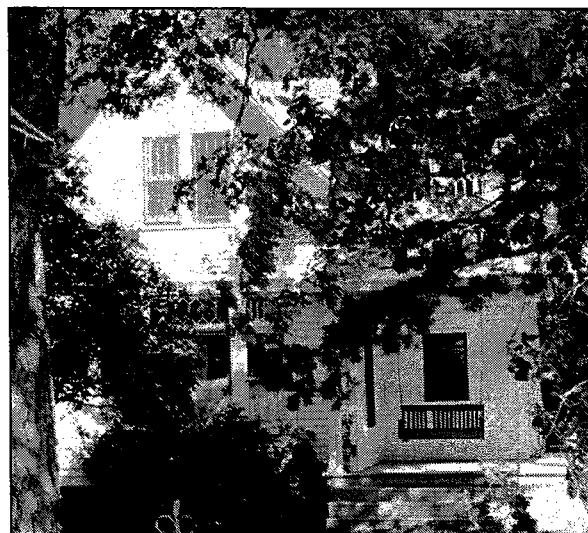


Dr. Malarian House, 402 N. Main Street, PC06-083

Rural

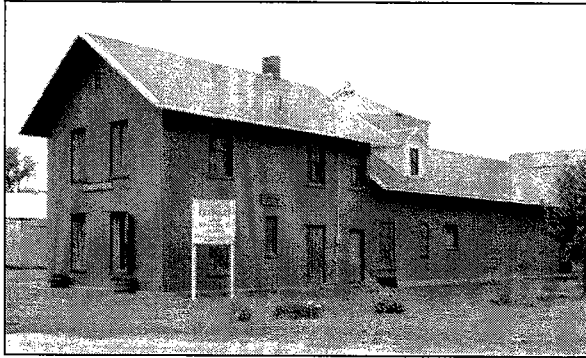


House, 101 S. Main Street, PC06-076

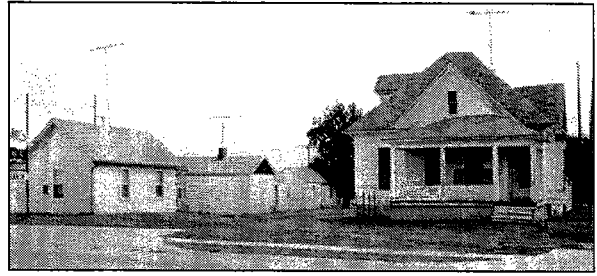


Farmhouse near McLean, PC00-086

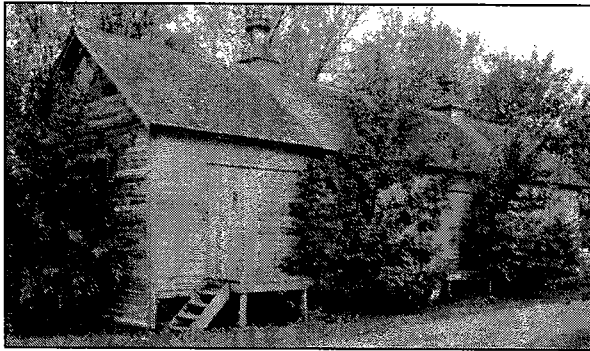
Transportation



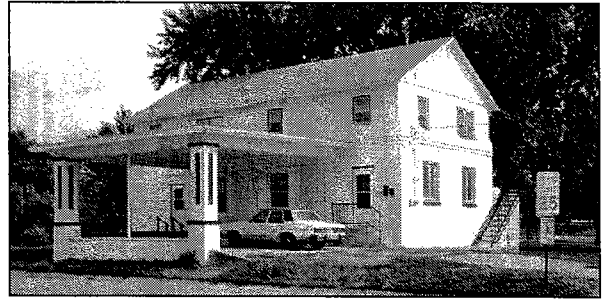
page 46 Chicago, Burlington & Quincy Railroad Depot, Plainview, PC06-003



Schelske's Cabin Court Motel, Plainview, PC06-033



Railroad Freight Depot, Plainview, PC06-084



Gas Station, 122 Mill Street, Pierce, PC05-047



Pierce County Truss Bridges (see page 37, Future Survey and Research Needs)

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- Meridian Highway site file, located at the Nebraska State Historic Preservation Office, Lincoln.

Newspapers

Various articles in the Meridian Highway site file of the Nebraska State Historic Preservation Office from these sources:

Columbus Daily Telegram
Columbus Telegraph
Hebron Journal
Pierce County Call
Pierce County Leader
Norfolk Daily News

Glossary of Architectural Terms

Glossary of Architectural Terms

American Foursquare Style (circa 1900-1930).

Popularized by mail-order catalogues and speculative builders in the early twentieth century, this style is typified by its box-like massing, two-stories, hipped roof, wide overhanging eaves, central dormers, and one-story porch spanning the front facade.

Art Moderne Style (circa 1930-1950). An architectural style featuring industrial technology and streamlined simplicity. Features include smooth, rounded corners, horizontal massing, details in concrete, glass block, aluminum, and stainless steel.

Association. Link of a historic property with a historic event, activity, or person. Also, the quality of integrity through which a historic property is linked to a particular past time and place.

Balloon frame. A type of support for wood-frame buildings that utilizes vertical studs that extend the full height of the wall and floor joists fastened to the studs with nails. Balloon-frame buildings in Nebraska became popular with the expansion of the railroad when milled lumber could be shipped to the plains for relatively low cost.

Bay window. A decorative window that projects out from the flat surface of an exterior wall, often polygonal in design. Bay windows are often seen on Queen Anne style buildings.

Boom-Town (circa 1850-1880). See false-front.

Brackets. Support members used under overhanging eaves of a roof, usually decorative in nature.

Building. A building is erected to house activities performed by people.

Bungalow/Craftsman Style (circa 1890-1940). An architectural style characterized by overhanging eaves, modest size, open porches with large piers and low-pitched roofs.

Circa or Ca. At, in, or of approximately, used especially with dates.

Clapboard. Relatively long, thin boards that have a thick lower edge and a feathered, or tapered upper edge. The shape of the boards permits them to be overlapped horizontally. Clapboard is most commonly used as cladding material on vernacular form houses and their secondary buildings.

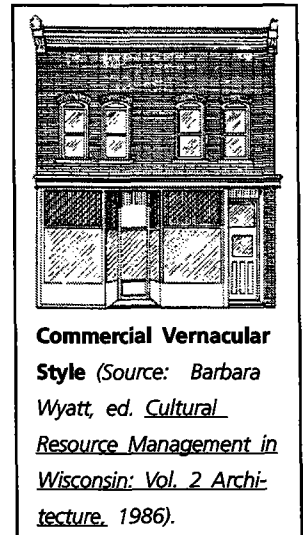
Column. A circular or square vertical support member.

Commercial Vernacular Style (circa 1860-1930).

A form of building used to describe simply designed commercial buildings of the late nineteenth and early twentieth centuries, which usually display large retail windows and recessed entrances on the first floor.

Contributing (NRHP definition). A building, site, structure, or object that adds to the historic associations, historic architectural qualities for which a property is significant. The resource was present during the period of significance, relates to the documented significance of the property, and possesses historic integrity, or is capable of yielding important information about the period.

Contributing (NeHBS definition). A building, site, structure, object, or collection of buildings such as a farmstead that meets the NeHBS criteria of integrity, historic association, historic architectural qualities, and was present during the period of significance. A property that contributes to the NeHBS is generally evaluated with less strictness than for an individual listing on the NRHP, yet more strictness than a building which may "contribute" to a proposed NRHP district.

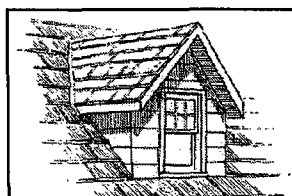


Commercial Vernacular Style (Source: Barbara Wyatt, ed. *Cultural Resource Management in Wisconsin: Vol. 2 Architecture*, 1986).

Cross-Gable (circa 1860-1910). A vernacular building form typically two stories and square in plan with two identical roofs whose ridges intersect to produce a cruciform.

Design. Quality of integrity applying to the elements that create the physical form, plan, space, structure, and style of a property.

Dormer. A vertical window projecting from the roof. Variations of dormer types can be based on the dormer's roof form, for example shed dormer, gable dormers, and hipped dormers.



Dormer (Source: D.J. Stith, R.P. Meyer, and J. M. Dean, *Design in Wisconsin Housing: A Guide to Styles* 1977).

Dutch Colonial Revival Style (circa 1900-1940).

A residential architectural style based on the more formal Georgian Revival style. This style is identified by its gambrel roof and symmetrical facade.

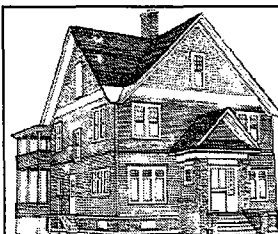
Eclectic Style (circa 1890-1910). An eclectic building displays a combination of architectural

elements from various styles. It commonly resulted when a house designed in one architectural style was remodeled into another.

Elevation. Any single side of a building or structure.

Eligible. Properties that meet the National Park Service Criteria for nomination and listing on the NRHP.

Evaluation. Process by which the significance and integrity of a historic property are judged and eligibility for National Register of Historic Places (NRHP) listing is determined.



Cross-Gable building
(Source: Barbara Wyatt, ed. *Cultural Resource Management in Wisconsin: Vol. 2 Architecture*, 1986).

Extant. Still standing or existing (as in a building, structure, site, and/or object).

False-front (circa 1850-1880). A vernacular building form, which is typically a one-and-one-half story front gable frame building with a square facade that extends vertically in front of the front-facing gable. This gives an entering visitor the sense of approaching a larger building. This form is often used in the construction of a first-generation commercial building, thus is also known as "boom-town."

Feeling. Quality of integrity through which a historic property evokes the aesthetic or historic sense of past time and place.

Front Gable (circa 1860-1910).

The vernacular form of a building, generally a house, in which the triangular end of the roof faces the street.

Gable. The vertical triangular end of a building from cornice or eaves to ridge.

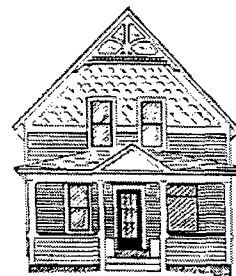
Gabled Ell (circa 1860-1910).

The vernacular form of a building, generally a house, in which two gabled wings are perpendicular to one another in order to form an "L"-shaped plan.

Gable end. The triangular end of an exterior wall.

Gable roof. A roof type formed by the meeting of two sloping roof surfaces.

Gambrel roof. A roof type with two slopes on each side.



Front Gable (Source: D.J. Stith, R.P. Meyer, and J. M. Dean, *Design in Wisconsin Housing: A Guide to Styles* 1977).



Gable-Ell building
(Source: Barbara Wyatt, ed. *Cultural Resource Management in Wisconsin: Vol. 2 Architecture*, 1986).

High Victorian Gothic (circa 1865-1900). This architectural style drew upon varied European medieval sources and employed pointed arches and polychromatic details. The heavier detailing and more complex massing made this style popular for public and institutional buildings.

Hipped roof. A roof type formed by the meeting of four sloping roof surfaces.

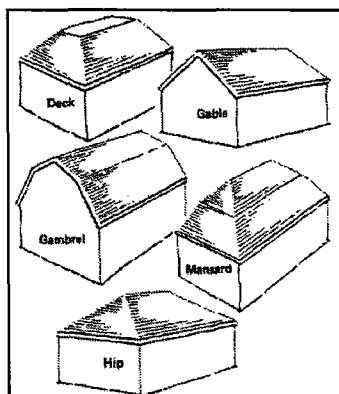
Historic context. The concept used to group related historic properties based upon a theme, a chronological period, and/or a geographic area.

Integrity. Authenticity of a property's historic identity, evidenced by the survival of physical characteristics that existed during the property's historic period. (See Chapter 3, Research Design.)

Italianate Style (circa 1870-1890). A popular style for houses, these square, rectangular, or L-shaped, two-story buildings have low-pitched, hip roofs, with wide eaves usually supported by heavy brackets, tall narrow windows, and front porches. In some cases, the roof may be topped with a cupola.

Keystone. A wedge-shaped piece at the crown of an arch that locks the other pieces in place. It is seen most often over arched doors and window openings and is sometimes of a different material than the opening itself.

Late Gothic Revival Style (circa 1880-1920). A later version of the Gothic style, these buildings are generally larger and use heavy masonry construction. In churches, masonry is sometimes used throughout the structure. The pointed-arch window openings remain a key feature; however, designs are more subdued than those of the earlier period.



Roof types (Source: D.J. Stith, R.P. Meyer, and J. M. Dean, *Design in Wisconsin Housing: A Guide to Styles* 1977).

Location. Quality of integrity retained by a historic property existing in the same place as it did during the period of significance.

Materials. Quality of integrity applying to the physical elements that were combined or deposited in a particular pattern or configuration to form a historic property.

Mediterranean Revival (circa 1900-1940). These buildings are characterized by flat wall surfaces, often plastered, broken by a series of arches with terra cotta, plaster, or tile ornamentation. Details such as red tile roofs and heavy brackets are also commonly seen.

Multiple Property Nomination. The National Register of Historic Places Multiple Property documentation form nominates groups of related significant properties. The themes, trends, and patterns of history shared by the properties are organized into historic contexts. Property types that represent those historic contexts are defined within the nomination.

National Register of Historic Places (NRHP). The official federal list of districts, buildings, sites, structures, and objects significant in American history, architecture, archaeology, engineering, and culture that are important in the prehistory or history of their community, state, or nation. The program is administered through the National Park Service by way of State Historic Preservation Offices (see Chapter 1, Introduction of this report).

National Register of Historic Places Criteria. Established criteria for evaluating the eligibility of properties for inclusion in the NRHP. See Chapter 3, Research Design.

Neo-Classical Style (circa 1900-1920). An architectural style characterized by a symmetrical facade and usually includes a pediment portico with classical columns.

Noncontributing (NRHP definition). A building, site, structure, or object that does not add to the historic architectural qualities or historic associations for which a property is significant. The resource was not present during the period of significance; does not relate to the documented significance of the property; or due to alterations, disturbances, additions, or other changes, it no longer possesses historic integrity nor is capable of yielding important information about the period.

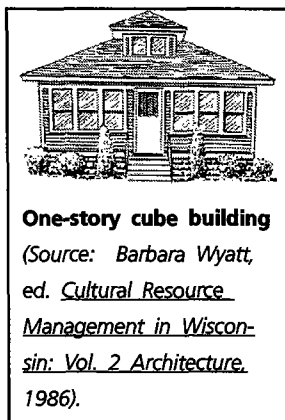
Noncontributing (NeHBS definition). A building, site, structure, object, or collection of buildings such as a farmstead that does not meet the NeHBS criteria of integrity, historic association, historic architectural qualities, or was not present during the period of significance. Noncontributing properties are not generally entered into, nor kept in, the NeHBS inventory; however, exceptions do exist.

Object. An artistic, simple, and/or small-scale construction not identified as a building or structure; i.e. historic signs, markers, and monuments.

One-story Cube (circa 1870-1930). The vernacular form of a house, which is one-story and box-like in massing. Features generally include a low-hipped roof, a full front porch recessed under the roof, little ornamentation, and simple cladding, such as clapboard, brick, or stucco. Also known as a Prairie Cube.

Period of Significance. Span of time in which a property attained the significance for which it meets the NRHP criteria.

Pony truss bridge (circa 1880-1920). A low iron or steel truss, approximately 5 to 7 feet in height, located alongside and above the roadway surface. Pony truss bridges often range in span lengths of 20 to 100 feet.



Portico. A covered walk or porch supported by columns or pillars.

Potentially eligible. Properties that may be eligible for listing on the NRHP pending further research and investigation.

Property. A building, site, structure, and/or object situated within a delineated boundary.

Property type. A classification for a building, structure, site, or object based on its historic use or function.

Queen Anne Style (circa 1880-1900). A style that enjoyed widespread popularity, particularly in the eastern portion of Nebraska. These houses are typically two stories tall, have asymmetrical facades, and steeply pitched rooflines of irregular shape. Characteristics include a variety of surface textures on walls, prominent towers, tall chimneys, and porches with gingerbread trim.

Setting. Quality of integrity applying to the physical environment of a historic property.

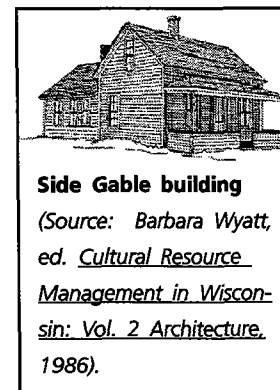
Shed roof. A roof consisting of one inclined plane.

Side Gable (circa 1860-1940). The vernacular form of a building, generally a house, in which the gable end of the roof is perpendicular to the street.

Significance. Importance of a historic property as defined by the NRHP criteria in one or more areas of significance.

Site. The location of a prehistoric or historic event.

Spanish Colonial Revival Style (circa 1900-1920). These buildings, which have a southwestern flavor, show masonry construction usually covered with plaster or stucco, red clay tiled hipped roofs, and arcaded porches. Some facades are enriched with curvilinear and decorated roof lines.



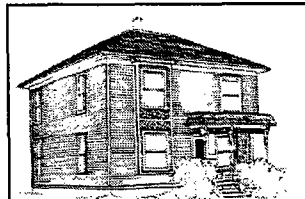
Structure. Practical constructions not used to shelter human activities.

Stucco. A material usually made of Portland cement, sand, and a small percentage of lime and applied in a plastic state to form a hard covering for exterior walls.

Tudor Revival Style (circa 1920-1940). A style that reflects a blend of a variety of elements from late English medieval styles. It is identified by steep gables, half-timbering, and mixes of stone, stucco, and wood.

Turret. A little tower that is an ornamental structure and projects at an angle from a larger structure.

Two-story Cube (circa 1860-1890). The vernacular form, generally for a house, which is a two-story building, box-like in massing, with a hipped roof, near absence of surface ornament, and simple exterior cladding such as brick, clapboard, or stucco.



Two-story cube building

(Source: Barbara Wyatt, ed. *Cultural Resource Management in Wisconsin: Vol. 2 Architecture*, 1986).

Vernacular. A functional, simplistic building or structure without stylistic details. Vernacular form buildings were usually designed by the builder, not by an architect.

Workmanship. Quality of integrity applying to the physical evidence of the crafts of a particular culture, people, or artisan.

